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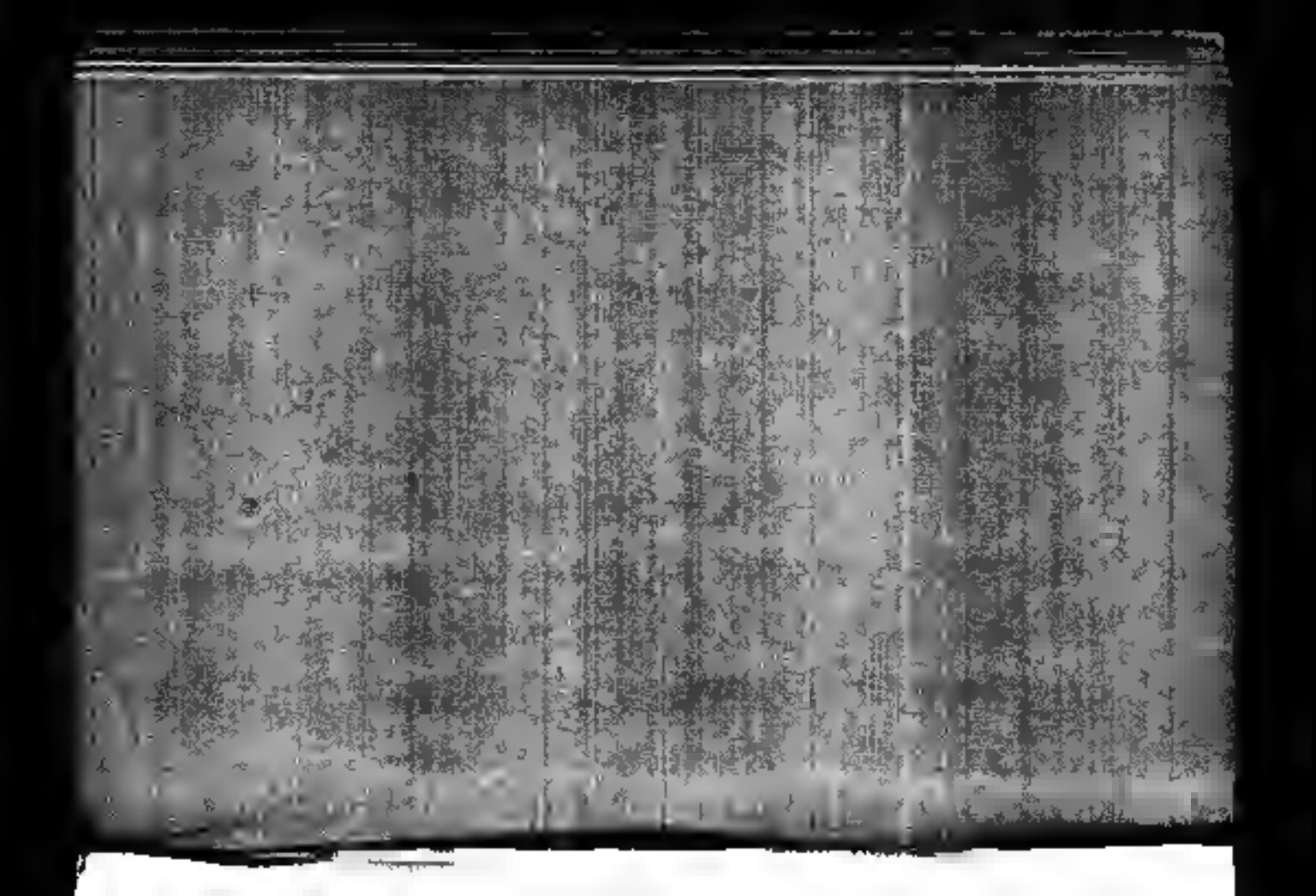

The Thunder Bay Historical Society

Eighth Annual Report

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PAPERS OF 1917

The Thunder Bay Historical Society

EIGHTH ANNUAL REPORT

Papers of 1917

The Thunder Bay Historical Society

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President	Mr. P. McKellar, F.G.S.
1st Vice President	Mr. A. E. Russell
Secretary-Treasurer	Miss M. J. E. Black

Executive Committee

Miss Dobie	Dr. E. B. Oliver
Mrs. John King	Mr. F. C. Perry

Auditors

Mrs. Geo. A. Graham	Mrs. F. C. Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

BY PETER McKELLAR

Fort William Nov 27th 917

To the Members

I am sorry to have to record another year under the great World War and the black war clouds show no signs of breaking.

The army in the conflict at our doorsteps to the south of us will no doubt swing the balance in our favor While the pressure from this source may not be particularly perceptible for some time, there is no question that our particular enemy will eventually be overcome by the standing together of these nations of the world believing in democracy and the right of the common people to rule their own destinies

I sincerely hope that before our next annual meeting the conflict will be over but in the meantime we must carry on and do our utmost to uphold the principles for which we have already spent so much in lives and money

Our Historical Society has made satisfactory progress during the year closed. We are reducing our debts by degrees as will be seen by our Secretary's splendid report, and the future looks bright for the Society

My best thanks are due the members of the Society for standing by the good cause which will yield abundant fruit in good time.

PETER McKELLAR.

MRS. H[illegible]BL[illegible]CK

Secretary-Treasurer's Report

MISS BUELL BLACK

Port William Nov 24th 1917.

To the President and Members of the Thunder Bay Historical Society

Ladies and Gentlemen —

I have the honor to present the following report as secretary-treasurer of our Society

During the year six meetings have been held the dates being as follows —

Nov 25, 1916—Annual meeting

Feb 15, 1917 a very enjoyable meeting was held at the home of Mr and Mrs. W Walters when Mr Oliver read a paper which had been written by Mrs Oliver and Mrs. McKellar on the early schools of the Twin Cities. This was followed by a paper by Mrs Shark describing her own experiences in teaching in Port William

On April 27, a meeting was held at the home of Mr and Mrs Oliver, and on May 25th we met at Mrs. G. A. Graham's, when a paper was given by Mr H. Walters. Sept. 28 the society met for business in the Public Library and on October 26th we met at the home of our President and listened to excerpts from an old pamphlet describing Port Arthur in 1883. This was presented by Miss Dobie, who had procured the booklet from Miss Margaret Cress. The reading was given by Mrs Shark

We have a paid up membership of 61 and usually have nearly our entire number at all of our meetings.

While nothing of outstanding importance has occurred during the year it is very gratifying to be able to report that the interest in the work has been maintained in spite of the many other engrossing subjects. This is largely owing to the great devotion and energy of our President, and to him we cannot be too grateful.

Financially we are in very good condition, and have reduced our indebtedness on he tablet by $375.00 during the year

In presenting the financial statement, you will notice that it covers from Oct. 1 to Oct. 1 in order to conform to the Government's desire. I will however give an addendum which will bring it up to date.

RECEIPTS

Sept. 30, 1916—Bal in bank	$ 85.97
Oct. 16—Donation from D McKellar for copyright	2.00
Oct. 25—Donation from Capt. McCannell	5.00
Oct 27—Sale of pictures (Mrs King)	80.37
Pubs (Miss Sheppard, Mrs. Williamson)	3.00
Nov 2—Government grant	100.00
Nov 23—Donation (K Sellers)	5.00
Nov 28—Membership fees (Mr and Mrs. McKellar Mr and Mrs F C. Perry two years Mr and Mrs Graham Miss Dobie, D. McKellar [illegible] and Mrs Oliver	9.50
Sale of pictures (Miss Dobie)	1.75
Dec 8—Donation (Jas. Murphy)	50.00
Feb. 5 1917—Donation (Jos. Dykes)	50.00
Feb. 6—One unmounted cut (sold to Mr Smith)	50
Feb 16—Membership fees (Mrs. Peterson, Mrs Dobie)	1.00
Membership fees A J Ogilvie)	1.00
Membership fees (Dr and Mrs. Strachan)	1.50
March 15—City of Fort William Grant	100.00
Membership fee Mrs Cress)	1.00
Sep 15—Donation (Women's Canadian Club	50.00
Donation J J Flanagan	25.00
Membership fee Mrs. McEdward	1.00
	$496.17

EXPENDITURES

Oct. 15, 1916—Copyright	$ 2.00
Oct. 21—Table (Mrs Gladstone	50.00
Nov 3—Printing and cuts (Times-Journal)	5.10
Dec. 4—Tablet (Mrs. Gladstone)	50.00

Feb 5, 1917—Tablet (Mrs Gladstone)	$9.00
Feb 20—Plates and printing (Times-Journal)	44.64
Tablet photographs (A f Fryer)	35.00
April 16—Tablet (Mrs Gladstone)	200.00
April 23—Membership to Micmac Lab Graph Association	5.00
Printing Annuals — (Times-Journal)	50.00
Sept. 21—Tablet (Mrs Gladstone)	25.00
Sept. 30 — Printing Annuals Balance of Times-Journal account)	23.50
	$581.50
Sept. 30—Bal. in bank	38.67
	$620.17

Since then, we have received in fees from the Minor Educations $1.00, and a cheque from the Government for $100.00, as our balance tonight, Nov 30th 1917 is $138.17 there having been no expenditures.

All of which is respectful y submitted.

M. J. L. BLACK,
Secretary-Treasurer

And tad and found correct.

Historic Landmark About to Vanish

Much of the Old History of Fort William Centers Around the McKellar Homestead, which Was Built Fifty Years Ago, and Was the Home of Fort William's First Mayor, and the Social Center of the Settlement for Many Years.

From the Daily Times-Journal, January 26, 1918

The sale of the old McKellar home, which was put through last Monday by G. R. Duncan recalled the old days, and in order to get some of the details pertaining to its construction authoritatively the Times-Journal looked up Peter McKellar who is one of the family that built and occupied the house which has been bought by George A. Graham, to be moved from its present site. Mr. McKellar related the following history of the house.

Early History

"I came here with my father, Duncan McKellar and brother John, from the Ontonagon copper country in 1863, although our home had been in Middlesex county, Ontario, before we went to the copper country. After we were here for five years the other members of the family [illegible] my brother, the late John McKellar and brothers, had the old house built in 1868 just fifty years ago. I could not say how much it cost to build as in those days work was done differently from what it is nowadays. The main part of the house is about 30x42 feet, and was originally built of hewed logs, tamarac and spruce, the timbers being about six by ten inches. There are nine rooms in the house, and it is two stories high with a solid stone foundation. The only finish on the interior originally was plaster over the logs. This was later improved by being lathed and plastered on the inside and sided with boards on the outside. Several years later there was a frame addition built to it on the southwest side which was used as an office.

Forest at Union Depot

"The logs for the construction of the house were taken from the fine forest that grew back where the union station and Syndicate avenue now are, extending back to the Neebing River. The strip along the Kaministiquia River had been a clearance made by the fur trading companies perhaps 150 or 200 years ago, on what is now a part of the site of east Fort William. This forest of tamarac and spruce had grown up into great tall trees, all as straight as it is possible for trees to grow and so dense that the sun could scarcely shed its rays into the midst of it. There was only one team of oxen in the country then and they were used to haul the logs to the required place. The work was done by the Indians, and the house was a good warm one too.

Few White People

There were only a few families of white people here in 1863. They were Capt. Robert McVicar and family, [illegible] John McIntyre and ourselves. These early settlers established a reputation for themselves in being real hosts, as every stranger who came to this part of the country was taken up by them and made to feel at home with this early colony of white settlers.

"The Hudson Bay company had a small dock about 100 feet long, in front of the fort, but only small vessels of less than five feet draft could get in here as there was a sand bar at the mouth of the Kaministiquia River. In 1868 the first dock that was ever built at the head of Lake Superior was constructed. It was situated about one-quarter of a mile east in Current River and was of crib construction. It was built by the Thunder Bay Silver Mining company. Its length was 150 feet, and all the early boats called at the mining dock. At the time there were only three or four real buildings in Fort William,

besides the fort and mission buildings, and none in the Prince Arthur Landing town plot in 1869.

Real Mining Begun

"In 1868 real mining was commenced, when the Thunder Bay and Shuniah silver mines were operated with a force of 75 or more men. It was this year too that the real building of the present Port Arthur was begun. It was started by James Dickson and James Flaherty who arrived with supplies on the steamer Algoma. The former opened a general store under the management of Thomas Marks, and the latter started a restaurant. These were needed to supply the demands of the silver mining industry which was increasing by further discoveries, such as the Silver Harbor, the 3A mines and others. Many are under the impression that the Dawson Road works caused the start of the boom at Port Arthur but there was little or nothing doing on the Dawson Road until 1868, when preparation was made for Col. Wolseley's expedition. Seven miles of wagon road were built out from Port Arthur in the autumn of 1868 and the work was stopped. I traveled on snow shoes twice over the old trail and the Seven Mile Road from Dog Lake to Prince Arthur's Landing the winter following the building of the new road. These are facts confirmed by written statements."

Story of the Old Homestead

"The old McKellar house was occupied continuously by the family until the property was sold to the Grand Trunk Pacific railway company in 1908 which road later became known as the Canadian Government railway and which company gave orders to have the house removed recently. The house of late years had become badly dilapidated as far as vandals were able to do it harm, but the general structure remained in a good state of preservation.

The McKellar Family

Besides the parents, Duncan McKellar and Margaret Brodie, his wife, there were nine members of the McKellar family in order they were beginning with the eldest: John, Susan, Mary, Peter, Willie, Donald, Archie, Katie and Margaret. Mr. and Mrs. McKellar senior lived in Fort William for some time. The father died here in 1875, at the age of 68 years. The mother died in 1888 at the age of 77 years. Those of the family still living are: Susan, the widow of the late Archie McLaren; Mary, Peter, Donald, Katie, the wife of F. C. Perry, and Margaret, widow of the late Edward Dowson. Mrs. Dowson had three children, two sons and one daughter. Of these the daughter is married to Dr. C. E. Spence; one boy, Donald, was killed in the great war in 1916 and the other son, Edward, returned wounded and unfit for further military service.

First Mayor of Fort William

Of the deceased members of the family the best known was possibly the late John McKellar who was the first mayor of Fort William and served six years in that capacity. He was highly esteemed as a citizen of Fort William.

The passing of the old house which Mr. Graham, the purchaser, says must be torn down has a particular interest for the real old timers of Fort William and Port Arthur. There are many people still living at the head of the lakes who recall the pleasant pioneer days, and review the occurrences of those days with a great deal of satisfaction. Everybody knew everybody else, and there seemed to be one spot on earth where the brotherhood of man existed in reality.

NOTE

Captain Duncan McKellar, father of Peter and Don McKellar, two of Fort William's most respected pioneer residents, was the holder of two commissions in the Canadian militia which are still extant and in fairly good state of preservation considering their age. Captain McKellar obtained his commission as an ensign in the 2nd battalion of the Middlesex militia in 1837 and was with the active forces in command of a company at Windsor during the rebellion of 1837-38. He continued as an officer for twenty years. Both his commissions bear the signature and the seal of office of James Earl of Elgin and Kincardine, governor-general of British North America and captain-general and governor-in-chief in and over the provinces of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, and vice admiral of the same.

School History of the Canadian Head of the Lakes

FORT WILLIAM

The earliest date at which we are able to show anything in the way of an endeavor to make the young idea shoot is the year 1858 when Miss Victor a McVicar daughter of Captain R McVicar postmaster at Fort William, was acting as tutoress to the children of the H dson's Bay Company's officers seated at Fort Wilkins Lake In 1862-63 Miss Brennan of Ottawa sister-in-law of John R. McVicar and again a Fort William night The school room was a small frame building of dimensions 16 by 22 feet, with wooden seats and benches ranged on the ground of the Hudson's Bay Company The company owned the building and had it fitted up as a school room The pupils, as before, were the children of the Hudson's Bay Company's officers Miss Brennan lived with her a mile opposite the Mission and walked back and forth the one and one-quarter miles daily from her home to the school. The pupils were shared ten in number

In the year 1870 Rev Mr McFarland taught the the Hudson's Bay Company and on the Sabbath conducted public worship

SHUNIAH

In the year 1878 the municipality of Shuniah was organized of which Fort William and Port Arthur (then Prince Arthur's Landing) were parts. Previous to the organization of the municipality a private school had been opened in Prince Arthur's Landing, taught by Miss Minnie Warner daughter of Hon. Warren This school Miss Warner conducted of her own residence situated on South Water Street near the corner of Fort Street She had about eighteen pupils

After the municipality of Shuniah had been organized, one of the first acts of the council was to authorize on of the establishment of three school sections in the municipality by the by-law for this purpose being

Old Fort William Eleven School Section

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No. 1—The village of Prince Arthur's Landing

No. 2—All that portion of the Township of Neebing lying east of lot 27 including the reserve in front of said Township of Neebing

No. 3—The Ward of Thunder Cape.

In each of these sections three trustees were to be elected. The first election was held on September 1st, 1873 For section one, the following were elected Messrs Jas. H. Woodside, John Park and W C Dobie The last named served continuously as trustee until he resigned thirty years later We are indebted to Mr Dobie

for much information given in this paper. We are unable to find who were elected trustees for sections two and three.

The organizing of the municipality and the election of trustees gave the school work an impetus. The population was increasing and the scholars must be cared for. The trustees of section one rented a little house on Park Street and engaged Miss Warner who is well remembered, taught her own private school until that time. The school opened with about twenty-five pupils on the roll. The salary of the teacher was about three hundred dollars. A second school was opened, a building one upstairs over a blacksmith shop in the government reserve near the corner of Cumberland and Van Norman Streets. The number of pupils was about thirty.

house, which was a frame building erected in 1871 of a size 16 by 22 feet, located on McVicar Street where the Gordon Tremble and Faron warehouse now stands. The building was duly equipped with seats and benches. It was used for church service on Sundays. A Miss Broom was the first teacher (1874). Miss Broom's fame was abroad in the village as editor of the famous "Perambulator" a hand printed newspaper which was, we believe, the first one published at Thunder Bay. Later Miss Alice Wraye succeeded Miss Broom as teacher and still later Miss Hinsey taught.

In 1878 Miss Kate McKellar (now Mrs. P. C. Perry, a highly esteemed fellow member of this society) then took over the duties as school teacher in the original school. Her salary was the princely sum of $150.00. The trustees, however were not slow to

[illegible]

Later, in 1874, bylaw number five was amended by adding the Township of McIntyre to section one. Still later the original bylaw was again amended, bylaw number 31 changing the name of school section number two to section one of Fort William in the Municipality of Shuniah.

EAST FORT WILLIAM

The organizing of the municipality found the trustees at Fort William, according to section two Shuniah, ready to work as were those in section one. Through efforts on the part of Fort William citizens, money was raised to build the first school

see the value of her work for in 1879 her salary was $250.00. She was given a government grant the same year of $50.00 as shown by the McKellar account book.

WEST FORT WILLIAM

In the year 1870 the "Daughters of Mary" opened a school for Indian children and others at Fort William mission. The work was continued under these auspices until 1885. Sister Josephine Martin was the Sister Superior. The Sisters of St. Joseph took up the work in 1881 and continued the Mission schools until 1906 when the Grand Trunk Pacific Rail-

way was crowded the end. A complete history of the Mission school has been furnished this society in the excellent paper by Miss Robin so more will not be said regarding this branch of the work.

A second school was opened in the section at West Fort William in September 1879. Miss Delphine Fregeau was the teacher. She had about twenty-five pupils. Mr. Fred Fregeau was janitor at a salary of $2.00 per month.

SHUNIAH

At the present time we are unable to get data regarding the school development of the third school section viz. Thunder Cape. Soon after the organization of the municipality of Shuniah the Thunder Cape Ward withdrew from Shuniah municipality and formed a separate organization for school purposes.

PORT ARTHUR

In section one at Prince Arthur's Landing in 1881 the trustees decided to make a change and they rented the basement of the Methodist Church corner of Waverly and Algoma streets. The pupils were moved from both the schools aforementioned. The first teacher here was Mrs. Thomas Woodgate, Senior mother of Trustee Woodgate.

Within the year so fast was the population growing the trustees decided they needed a real school building. A site of two acres had been granted by the Provincial Government where the Central School stands today. A deputation went to the council and after much persuasion succeeded in obtaining a grant of $1,000 to build a school. The contract was at once let to Mr. Neil E. Shaw. The school built on the present site of the Central School had two large rooms, one above and one below. The upper room was reached by a covered stairway at the rear of the building. Mr. W. C. Dobie had the pleasure of handing Contractor Shaw the cheque for $1,000, the contract price, receiving in return the key of the building. This building was completed in 1882, was moved about the year 1890 to the present site next door to the Baptist Church where it is still doing duty as a private residence. The teachers at the new school were Mr. E. P. Langrill, principal, and Mrs. Woodgate who had taught in the basement school.

FORT WILLIAM

In 1882 Fort William ceased to be part of the Municipality of Shuniah and became part of the Municipality of Neebing. The teachers kept changing. Miss McCallum who, we understand, is still teaching in British Columbia taught for some time. Mr. W. McLean taught for a number of years at the West End School. Later Mr. J. F. Cuthbert taught in the East End School.

EAST FORT WILLIAM

In 1887 a [illegible] two storey school house 24 by 30 feet was erected on Lot 7 the corner of Victoria Avenue and Kingston Street, where the Bass Block now stands. The lower floor was completed with seats and benches for a school room and the upper room completed and seated for church purposes open to all denominations. Mr. John Ritchie was principal and is still active in educational work being a school inspector for Port Arthur District. Two years later the land was sold to W. J. Ross and the building was moved to site on North May Street near Myles Street where it was still used as a school. Later the building was sold to Mr. L. L. Peltier who moved it to the lot immediately south of the post office where it still stands. From the proceeds of the sale of Lot 7 school property the site of the present Central School, bounded by North Syndicate, Myles, North May and Leith Streets was purchased from McKellar brothers in March 1894. A brick school building costing about $20,000 was erected on this site in the same year.

PORT ARTHUR

Returning to section one Port Arthur, we find they also had been making progress. About the year 1884 a frame addition in brick veneer was added to the two-room school afore-

mentioned giving a total of six rooms Mr Langrell was still principal Miss Christie and Miss Bowerman were others who taught. The salary at the principal was about $600, of the other teachers about $360. About the year 1900 the original building was raised and another addition of eight rooms built making a total of twelve rooms Mr A W Wright succeeded Mr Langrell as principal. He taught about three years and was followed by Mr Armstrong and later by Mr H. E. Coleman. There were about four hundred scholars in the twelve rooms.

EAST PORT WILLIAM

Mr F. J Pilkey was the first principal of the new Central School at Port William holding the position until 1907 when he became principal of the High School. He was followed by Miss Spark Mr Geo. Bloomfield, Mr H C Woodworth, Mr W W Smithson, Mr J Underhill and Mr A. E Smithson A supervisor of education was appointed in 1908, Mr H C Woodworth being the first [illegible]. Following him were Mr [illegible] and Mr W W Hewton

Mr Chas Beyn became janitor of the Ann Street School, West Fort, and the down town school in 1891 He retired from the position of janitor of the Central School in 1902. He is still engaged by the Board of education as school gardener

WEST PORT WILLIAM

In 1884 Mr W W Bridgman became principal of the West End School and taught until 1905. Among those who taught under Mr Bridgman were Miss Louise Fergus, Miss Grant and Miss Lois McDougall, now wife of Dr M A Dean.

The High School had its beginning in the continuation classes which were held in the McKellar brothers building on May Street the old public school building) commencing in 1894 Messrs J J. Taylor and S W Mathews were engaged as teachers. In 1906 the town council obtained permission from the legislature to hold high school sessions in the public school building and the continuation classes became high school classes

The high school board was formed in 1904 and was made up as follows Chairman Mr T H T Smellie, Vice-Chairman John King C E. Hallett, J McLaren, Wm Newcombe, D. McGillivray and W H Whalen, and H. C. Young secretary-treasurer

In 1907 the high school classes were moved from Central School to Ogden School which had been built in 1903 Mr Pilkey followed Mr Taylor in 1907 as principal and Mr Mathews was succeeded by Mr E. H Wood in 1908 Mr A. J Ogilvie, the present specialist in modern and history taught one year at this school, Mr Calhoun, now city librarian at Calgary. Alta., was also on the staff The High School was moved to the present building on Catherine Street in 1917, and later became a Collegiate Institute. Mr Wood accepted the position of public school supervisor in 1910 but returned to the principalship of the Collegiate Institute in 1912 When Mr Wood left the school in 1914, Mr W J Hamilton was appointed principal. Mr Hamilton accepted the position of inspector of public schools for the district in 1921

WEST PORT WILLIAM

In 1906 the school board authorized the purchase of a site for a super school in the west end and in 1907 bought the present site on Francis Street for $700.00 They then asked the council for $18,000 and built a four-room school. This school was opened in 1908 with M Cole as principal Late in 1906 the site of the original school on Ann (King) Street was sold.

PORT WILLIAM EAST

St. Stanislaus Separate School was built in 1908 Isabella School in 1907 Drew and S Peter's in 1909 Franklin in 1913 St. Mary's and Woodland in 1914 Additions have been built to several of these school buildings since they were first erected. At the present time there is a total enrolment of about 4,648 pupils and a staff of 101 teachers in all the schools of the city

PORT ARTHUR

Port Arthur has made big gains in the providing of schools for the increasing population The North West School was erected in 1905, the South Ward School in 1906, the Current River District School in 1914, the Alberta Land Company's [illegible] treaty

School in 1884 and in the same year the beautiful Prospect Avenue School was erected.

The Port Arthur High School like that of Fort William, had its beginning in a room in the Public School. This was in the year 1887. In 1888 a High School was built and used till 1908 when it gave way to the present magnificent Collegiate Institute which overlooks Waverley Park.

The system at present in the Port Arthur schools a total roll call of 3,121 pupils and a staff of 98 teachers. Mr. J. H. W. McRoberts B.A. is the present supervising principal. Mr. W. H. L. Hough B.A., is principal of the Collegiate Institute.

SLATE RIVER

The first school held in the Slate River District was in the McClure country in the fall of 1892 by Mr. J. F. Cullen. The first school house (log) was built on Lot 15 concession 8, Township of Pardee, in the same year. The trustees were Messrs. Henry Grant, Henry Furness and D. McGregor chairman.

CARLOTTA G. McKELLAR

JESSIE M. McIVER

Thanks are due Miss Stafford, Mr. Coe, Mr. Oliver, Mr. Peter McKellar, Mr. W. C. Noble and Mr. McGregor of Slate River, for information furnished on this subject. Carlotta K. Spence, now Mrs. Peter McKellar, one of the undersigned writers, was in Central School, Fort William, from September 3rd, 1906, to June 30th 1911. Jessie McQueen, now wife of Dr. E. B. Oliver, the other undersigned, taught in Fort William from September 1910 to 1911 and in Port Arthur from 1913 to 1918.

Some Reminiscences of Early Days in Fort William

The following excerpt from an address delivered by Mr. H. Sellers before the Historical Society will be found very interesting. Mr. Sellers lived for many years in Fort William and his statements are therefore authoritative.

At that time we needed no tablet to commemorate where the site of the Hudson Bay post stood. It was still very much in evidence. The stockades and all the houses still stood in their original places largely occupied by others than their original inhabitants. The Richards family were still there, but the rest of the dwellings were occupied by men who held official positions in and about the Canadian Pacific railway and were used as boarding houses for the men who were at that time building elevator A. However the H. B. post proper had no official representative of the Hudson Bay company, the main part or populous portion was at what was then called the Town Plot west of Fort William. [illegible] elevator A still stands though as the office, the [illegible] being an old building too antiquated [illegible] to be of any further service on the road. I might say that this was the prevailing style of architecture on the Canadian Pacific railway at that time for offices.

At the Town Plot was the railway terminus, round house, machine shop and the usual equipment that pertains now to a place of the importance of Schreiber or White River. The Neebing Hotel was also located there. This palatial structure exists now only in history but at that time attained continental fame as a political scandal at the time of the MacKenzie government, equalled only by the Sir John A. McDonald government scandal of four years previous. This hotel was built to accommodate the engineers of the Canadian Pacific railway during the time of its construction, Mr. Pratt and others, but was later occupied by other employees in much the same manner as the Hudson Bay post at Fort William proper had been. It was destroyed by fire a few years after. Otherwise it might have had a place in our chronicles as one of our landmarks.

As to the site which is known as Fort William today. The industries were Graham and Horne's mill, Carpenter's saw mill, the Canadian Pacific coal dock situated below where elevator C now stands, and elevator A, which at that time, comparatively speaking, and in the minds of the few who lived here then, almost rivaled Mount McKay in grandeur. At all events it was more looked at. So much by way of introduction which seems to me necessary to lay the scene as it is of the social aspect and pleasant life I wish to contrast then and now.

We were as compared with Port Arthur and the Town Plot only a few, the names that come readiest to my mind being the McVicars, McIntyres, Perrys, [illegible], Carpenters, Botsfords and John McLaurin. This was thirty years ago. Afterward slowly as the place grew came others. Mrs. Sellers and the writer came to [illegible] Fort William in the spring of '83 and occupied the house at the junction of the McKellar and Kam rivers. We lived here several years and rank them as the most enjoyable of our lives. Possibly we were easily satisfied, but we had a good deal of pleasure, a genuine healthy pleasure with all with whom we came in contact. We all went to the same church. We had to, as all denominations used the same building, for the excellent reason that there was no other. This was the school-house in which Miss Kinnear, who later married Will Botsford, officiated as teacher to about twenty pupils during the week. We had the use of the school-room for the purpose of divine worship on Sundays, usually in the afternoon. Mr. Shearer, Mr. Machel or a college student who

came along being all alike welcome. It mattered not what denomination, we were all alike and denominationalism only developed as we became more numerous and prosperous. John McKellar was king, and what he said was about as good as law and to him most disputes were voluntarily submitted. They were usually decided quickly and quietly at that time, but later, under increasing pressure, as the population became greater and more unrest became prevalent, there were more differences of opinion etc. more lawyers and other appurtenances of prosperity. I once heard Mr. McKellar make a remark in a moment of exasperation at having to decide something that had resulted in a difference of opinion between two parties, which I have often laughed at and still enjoy it. It was this: "Confound it, we were all right until we had parsons and lawyers come to live amongst us." I want to say here, that, despite any change in conditions, in spite of the great influx of succeeding population, and prosperity, John McKellar held the position to the day of his death. He was the recognized head of the town and later the city of Fort William.

Aside from his official position as [illegible], very many people came to him with their troubles and would rather have him settle between them than the courts, and in my experience I [illegible] seen a decision made by him that was not respected and accepted.

Later [illegible] the Canadian Pacific came here there were Irishmen who kept hotels, Pat Madigan and Gorman. They were interminably quarreling and constantly coming to John to ask him to settle their differences. I remember on the last occasion John got pretty fed up on it. He took off his hat, scratched his head, and studied them both for a minute. He finally said slowly with his Scotch accent: "Well, I don't know what the British government can do with 10,000,000 of you in Ireland when I can't pacify two of you out here."

I have gone farther into the above than I intended and am afraid I have digressed from my subject. I started in to say that there being so few of us, we were mutually inter-dependent with each other. With the McKellars, McIntyres and Perrys the latch-string was always on the outside and we went anywhere at night, to each other's houses, with or without an invitation. Cards—whist mostly—played at 5[illegible]. This was played so well that no ordinary player dared attempt it. Occasionally it was played for prizes but personally I drew nothing but infuriated looks from my partners.

Music, however, was our long suit, and we had at times a very fair glee club meeting at McKellar's and McIntyre's and once at Mrs. [illegible] Graham's. Peter McKellar was usually conductor. He was also, I think, the [illegible] of the [illegible] school house and later when the larger school was built, where the Bank of Montreal now stands. When the first Presbyterian church was built Mr. Geo. Ross took charge and Ross's Anthem books came into use and Mr. Ross made up a really excellent choir. As adjunct to this choir was organized by the indefatigable D. W. Mitchell, and became known as Choir B. It was composed of P. C. Perry and himself. Their repertoire was not extensive, their most telling number being the anthem "We'll Hunt the Buffalo." Mr. McKellar was as choir [illegible] by their "B." I think they gradually drifted apart, but Mr. McKellar is today our worthy president, and Mr. Perry is a respected member of our society and any further information that is desired on this subject may be obtained on application to them.

Railway Builders of Canada

By MISS SARAH STAPLES

Between railway construction and cathedrals there is a vast difference, but there is one thing they have in common and that is many hands have created them. The cathedrals of Europe have bequeathed undying fame, yet no man's name is linked with them; they are the work of generations and are the expression of genius, high ideals and religion. Leaders then had to have wide vision to plan and carry through the organized work of railway construction. Such men as Sir John A. Macdonald, Laurier, Mount Stephen, Strathcona, Van Horne, Shaughnessy, Wm. McKenzie, Hays and many others stood back of these builders of a mighty heritage. Strange that Canada at this one time, with a small population, should produce three men destined to leave their names engraved on the page of Canadian history. William McKenzie was born at Kirkfield, Ont., in 1849 and had been a school teacher, store-keeper and lumberman before opportunity knocked at his door. Donald Mann was born four years later at Acton, near the old home of James J. Hill of railway fame. Donald Mann was brought up for the ministry and when twenty-one was a foreman in a lumber camp. At twenty-five he joined the rush to Winnipeg. Behind these two great leaders came a shadowed army of workers who were indispensable. The explorer who went through the wilderness braving steep precipices and blizzards in search of a lower grade, men with the pick and shovel, a mighty army shifting and changing, the English navvy, the Irish canaller, the Chinese coolie, the Swede, the Italian, the Roumanian housed in unknown bunks, often fleeced by employment agents, often plundered by sub-contractors, facing sudden death by ignorance of dynamite, or slow death by fever—these were the men who carried on the humdrum work every day, track mending, ticket punching, engine stoking, patiently paying taxes on endless bonuses. This shadowy army of workers were not least among the railway builders of Canada.

William McKenzie and Donald Mann were both Canadians and had been trained in railway construction—the engineering capacity of the two partners and great branch lines were thrown out from east to west, to British Columbia to Quebec and throughout Ontario great dominating systems grew apace. The United States reached out for a share of Canadian traffic, the Great Northern interests secured a footing in the coal and the New York Central in the east, and in every mile which the United States railroads controlled in Canada the Canadian roads controlled also in the United States. The Canadian Northern has a direct railway between east and west which is used for the handling of freight; they have also a direct connection between Winnipeg and Duluth through Fort Frances and are planning to have a route to Great Britain by way of Hudson's Bay. This has also opened a market in Western Canada for the sale of fisheries. The Canadian Northern lines cross the boundaries of Manitoba into the Northwest Territories. It wanted a gateway from Ontario to bring them between Port Arthur and Sudbury. In 1912 the Canadian Northern Steamships Limited were formed, and a description of how it had done so much to open the great door of the West and the power in shaping the grain trade, and the history of Port Arthur is indissolubly linked with the Canadian Northern Railway. The Canadian Pacific Railway transcontinental had located its principal plant in Fort William, but for a time it conducted its package freight shipping at Port Arthur, but through a disagreement the management of that road moved it back to Fort William.

It was the boast of the man who at that time presided over the destinies of the C.P.R. that he would make the grass grow in the streets of Port Arthur. His boast almost was fulfilled. That it was not completely

realized is in all probability due to an agreement made between the council of Fort Arthur and the management of the Canadian Northern Railway by which this vigorous new road was secured to the city of Port Arthur.

The Canadian Northern possibly appreciated the opportunity when the Canadian Pacific Railway removed its equipment out of the municipality of Port Arthur. At any rate, as the lines of the C. N. R. were being rapidly completed to a junction between the west and Lake Superior a situation was created making for mutual benefit to the company and the city that the terminals of the line be located at Port Arthur. Accordingly an agreement was effected between the council and the management of the Canadian Northern Railway. Out of that agreement has arisen the splendid plant possessed by the Canadian Northern Railway in our midst and which as proved a the means of providing employment to such a large proportion of our people.

The Canadian Northern agreed that all wheat moving to the east over its lines should go through Port Arthur. To implement that pledge, an elevator of 1,000,000 capacity was to be erected. The building was completed in the autumn of 1902. In 1904 its capacity was increased to 7,000,000 bushels. Even this addition proving insufficient to accommodate the rapidly increasing tide of grain from the west, the elevator was further extended in 1913 to [illegible],000 bushels—practically ten million bushels—making it the largest consolidated elevator plant in the world.

The terminal elevator has a track capacity of thirty cars, and it has been estimated that under conditions of urgency 500 cars of wheat a day could be unloaded. With cars averaging 1,000 bushels, that would mean 500,000 bushels elevated, weighed and binned in one day of two shifts. The grain is taken in hoppers from the cars to the top of the building where it is weighed and distributed into the bins. When transferring to a lake vessel the grain is taken from the bottom of the bin, elevated to the top, is weighed, conveyed to a shipping bin and from thence by shipping spouted into the hold. There are five shipping legs to each of two working houses, each leg having a capacity of from 8,000 to 9,000 bushels per hour. Under ideal conditions 90,000 bushels of grain could be unloaded from this elevator in an hour.

The C. N. R. coal docks have a dock frontage of 400 feet, accommodating boats of any length now on the lakes. Depth of water at dock front 25 feet; storage capacity 500,000 tons bituminous and 150,000 tons Anthracite coal; equipment, one travelling man and one bridge with two-ton clam-shell, unloading capacity 700 tons per hour; one bridge with two one-ton hoists and buckets, and one bridge with two two-ton hoists and buckets; annual capacity over 1,000,000 tons.

The first unit of the dock was completed and the company commenced operations in the year 1908.

The purpose of the company is to handle and store coal (but not to buy and sell) arriving from eastern lake ports for consumption in Western Canada and New Ontario. The operations consist of discharging coal from the ships through the handling plant of the dock, either direct to railway cars or to storage on the dock. If the coal is discharged direct to storage, the company picks up and reloads the same into cars for transport by rail.

The present storage capacity (called winter storage) consists of 400,000 tons of hard coal stored in specially constructed storehouses equipped with handling machinery called "hard coal sheds" and filled ground storage capacity for 400,000 tons of soft coal in the open. The practice is to handle over the dock approximately double the storage capacity each season, as about one-half of the bulk is loaded from the ships over the dock direct to railway cars. The coal handled over the dock in 1913 (May 1st to December 31st) exceeded one million tons; about one-half was for the requirements of the Canadian Northern Railway and the other half commercial coal belonging to coal dealers who are customers of the dock.

The method of unloading coal from boats is by means of man hoisting towers, each with a capacity of 300

tons per hour, or a total unloading capacity of 300 tons per hour. A cable car system carries the ore from the towers and dumps it in any desired place, either on the open storage ground by means of travelling bridges or in any particular bin in any [illegible].

The Prince Arthur Hotel, erected in 1911, is a splendidly equipped six-storey fireproof building overlooking the railway station. Its appointments are such that none of the hostelries of the older cities can do more to satisfy the needs of exacting travellers. The rotunda is carried to the full height of two storeys, around its walls are a chain of mural paintings portraying the building of the Canadian Northern into the city. The hotel is designed to give the maximum of comfort in every detail. Each bedroom is twenty feet long and each room is an outside room. The first three floors are finished in mahogany while the upper floors are in fumed oak. The dining room is located on the first floor, approaching from the rotunda by a marble staircase. The service provided by capable attendants, is only equalled by the excellent cuisine.

So, through the Canadian Northern Railway Port Arthur received in a great extent its proud position on the Superior waterfront. But it lacked the immediate connection by rail with the Canadian Northern in Toronto, Ottawa, Montreal, Quebec and other eastern centres. In the autumn of 1911 a beginning was made upon the construction of that section of the main line between Sudbury and Port Arthur. There were approximately 400 miles of almost unbroken wilderness to be spanned. The work was pressed forward so vigorously that in the autumn of 1913 it became apparent that the road would be completed as far as the physical connection between the cities was concerned, by the end of the year. As a matter of fact on December 30th a special train carrying the official heads of the Canadian Northern Railway departed quietly from Toronto with the intention of making the run through to Port Arthur over the lines of the company. On New Year's day Sir William Mackenzie drove the last spike on the line at Little White Otter River 234 miles east of Port Arthur. The city of Port Arthur organized a banquet to celebrate the completion of the laying of the rails between the Queen City and this point and the banquet was held amid general rejoicing on the part of the citizens.

The early predictions were reviewed at some length, and compared with the development of the railway and city up to that time and prophecies as to the future indulged in. Then in midsummer of 1914 came the war.

The Canadian Northern had an essentially constructive program. Its lines have been completed from Atlantic tidewater at Quebec to the Pacific at Vancouver and Victoria. It possesses in that main line the easiest gradients of any road of similar national importance on the continent of North America, or in the world for that matter. It has opened up vast areas to settlement and development. In the Clay Belt to the east of us it has established the nucleus of the big industrial project at Foleyet and it is the intention, when the time is opportune, to extend the scope of its enterprise to other points in the Clay Belt.

Port Arthur must be benefited by every expansion that takes place in the plans of the Canadian Northern Railway enterprise. We are its central divisional point. Our city stands as the point where the cars and the ships meet, which is a development that should not be overlooked. In [illegible] the citizens of Port Arthur welcomed the first Canadian Northern train in this city. The community of interest which became a fact then has increased as years have gone by and it may not be doubted that the welfare of Port Arthur and Fort William must be [illegible] affected by the further development of the Canadian Northern Railway and the territory which it serves.

MRS. [illegible] M. SHERK [illegible]

Who contributed [illegible] Legendary Lore of Lake Superior" and compiled "Early History of Port Arthur" from book prepared by Miss Cross.

Miss Margaret Cross Adds Valuable Records

A very valuable addition to the historical records collected by the society is the gift of a History of Prince Arthur's Landing or Port Arthur with a list of industries of that place in the year 1883. The book was published and compiled by Bisson and Boyce, of Winnipeg, and has a preface by the publishers.

"All the statements made and figures given in this story of 'The Silver Gate and Her Leading Industries' have not been guessed at," the preface says, "but vouched by personal investigation. Capitalists will find in this port a place where they can invest money and in a short time double the same. Manufacturers, merchants, mechanics and laborers will find it a good business point and a pleasant place to live."

Messrs Bisson and Boyce have been proved good prophets.

The book gives the early history of [illegible] district and the story of the first voyagers around the north and west shores of Lake Superior and passes on to the history of Port Arthur beginning with the year 1641 when the missionaries of the Society of Jesus established a mission and fifteen years afterwards De Groseilliers and Radisson explored the northern shores, and passed on to Rainy River and Lake of the Woods. [illegible] 1678 Daniel Greysolon built a house near the mouth of the Kaministiquia and commenced trading in furs with the Indians. This was the beginning of the great North-West fur trade. Near this house was the rendezvous of the North-Western fur traders who formed the North West Company in 1805 disputing rights with the Hudson's Bay Company.

From 1809 to 185[illegible] [illegible] done in [illegible] of Prince Arthur's Landing was confined to fur trade, and in 1857 the S. J. Dawson expedition was fitted out to open the [illegible] to the Red River country.

The spring of 1870 was one of excitement when Col. Wolseley landed on his way to quell the rebellion in Red River and on asking the name of the place which was called "The Station," he asked that it be named Prince Arthur's Landing in honour of the young prince, now the Duke of Connaught, who had recently visited Canada. That year was one of great progress and ten buildings were added through the enterprise of Messrs. Thomas Marks, N. K. [illegible], W. F. [illegible], W. A. D. Russell and others.

In 1873 a government survey was made of the town site and the surrounding country organized under the name of the Municipality of Shuniah, composed of MacGregor, McIntyre and Thunder Bay townships. The first dock was constructed and was leased by W. H. Carpenter & Co.

In 18[illegible]4 the Canadian Pacific Railway scheme was occupying the attention of all, and the hopes of Port Arthur received a staggering blow when Fort William was selected as the [illegible] point [illegible] to commence construction. In 1879-1 the work of construction was carried on. In 1879 Purcell & Co. with Thomas Marks as partner secured a contract for 113 miles of the C. P. R., drew supplies from the town and so business became [illegible]. In 1881 real estate had a boom and by 1882 trains were running to Winnipeg. Finance, real estate and professional interests form the material for the next chapter and the pages bear the names of Thomas Marks, who established a fur post in fur trading in 1870; D. F. Burk, whose [illegible] is dated 1875; W. T. Davidson, who with Thomas Marks opened a store in 1872; A. L. Russell, D. L. S., who landed in 1880; H. K. Wickstead, C. E.; the Ontario Bank, established there in 1879; Judge R. Laird appointed in 1878; Peter Nicholson, [illegible] owner 18[illegible]1; Keefer & Cameron, composed of Thos. A. Keefer and E. R. Cameron, M. A., lawyers, 1880; R. W. Ray 1876 Ontario Bank accountant; W. H. Laird occupying position of registrar from 1879; T. Ware, barrister

R. J. Edwards architect; Fred Jones, 1874, postmaster. Peter Nicholson collector of customs, 1874. N. T. White, L. R. S. - Albert McPhillips, A. McDonald, M. D. W. G. Bryson, M. D., and J. T. Clarke, M. D., father of W. J. Clarke.

The list of manufacturers includes the names of Geo. H. Kennedy, W. and J. Scott, Woodside Bros., Vigars Bros., Jones and Wetmore, Angus Campbell, Conrad Gehl, Dunlop, Conway, P. E. Perlin, G. W. Brown & Co., Smith & Mitchell, Anderson & Muir, M. J. Dillon, Fred Daniels, and Samuel Wilbur.

The mercantile business was conducted by Silver Bros., D. McKenzie & Co., Marks, McKay & Co., A. W. Thompson & Bros., Conmee & Thompson, A. M. Cooke, J. E. Saucier & Co., L. [illegible] Bown, J. L. Meslin, Henry Nicholson, J. H. Bartow, W. Linden, A. E. McGregor & Co., T. & T. Smellie, M. D. O'Connor & Co., W. J. Clarke, George Carvel, Duncan McDonald, Meslin & Co., J. T. Cooke, Henry Foote, David Campbell, S. J. McLaren, David Hall, Mrs. Meikle, E. G. Debarats, W. Rodger, J. P. Hale, T. R. Mackenzie and Lockman & McGregor.

The hotels were Queen's Pacific, Mining Exchange, Shuniah House, Club House, Cosmopolitan, Scandinavian, Lincoln House, W. H. Parker restaurant, American Hotel, and J. T. Pope's restaurant.

Agencies were represented by Geo. T. Marks, J. T. Ratten & Co., James Redmond, Robert Maitland, J. Finnerty, and T. D. Ledyard.

The newspapers were: The Thunder Bay Sentinel, established 1874 by Thomas Egan; Evening Herald 1881, Harvey & Knight, publishers and proprietors.

The public school was organized in 1873 under E. P. Langrell, and the present schoolhouse erected in 1874, with 140 on the roll. Principal M. N. Armstrong had Miss Bowerman as assistant.

The Churches. Father Baxter arrived in 1873, and Rev. P. Mussel was resident priest in 1881. The convent built in 1881 had Rev. Mother Pauni in charge, with five sisters of the Order of St. Joseph. The Presbyterian church had Rev. James Herald as pastor. Rev. Allan Bowerman, B. A., was first Methodist missionary 1871, with M. N. Armstrong, B. A. superintendent.

Mining, lumbering and fishing interests were in the hands of [illegible] General Wild, James McLaren, T. A. Keefer, Peter Alexander (Fort William), C. T. Bates, T. and C. T. Marks, H. A. and F. R. Wiley and W. H. Laird.

Wm. Margach was timber inspector for Canadian Government and J. Dickson, fishery overseer.

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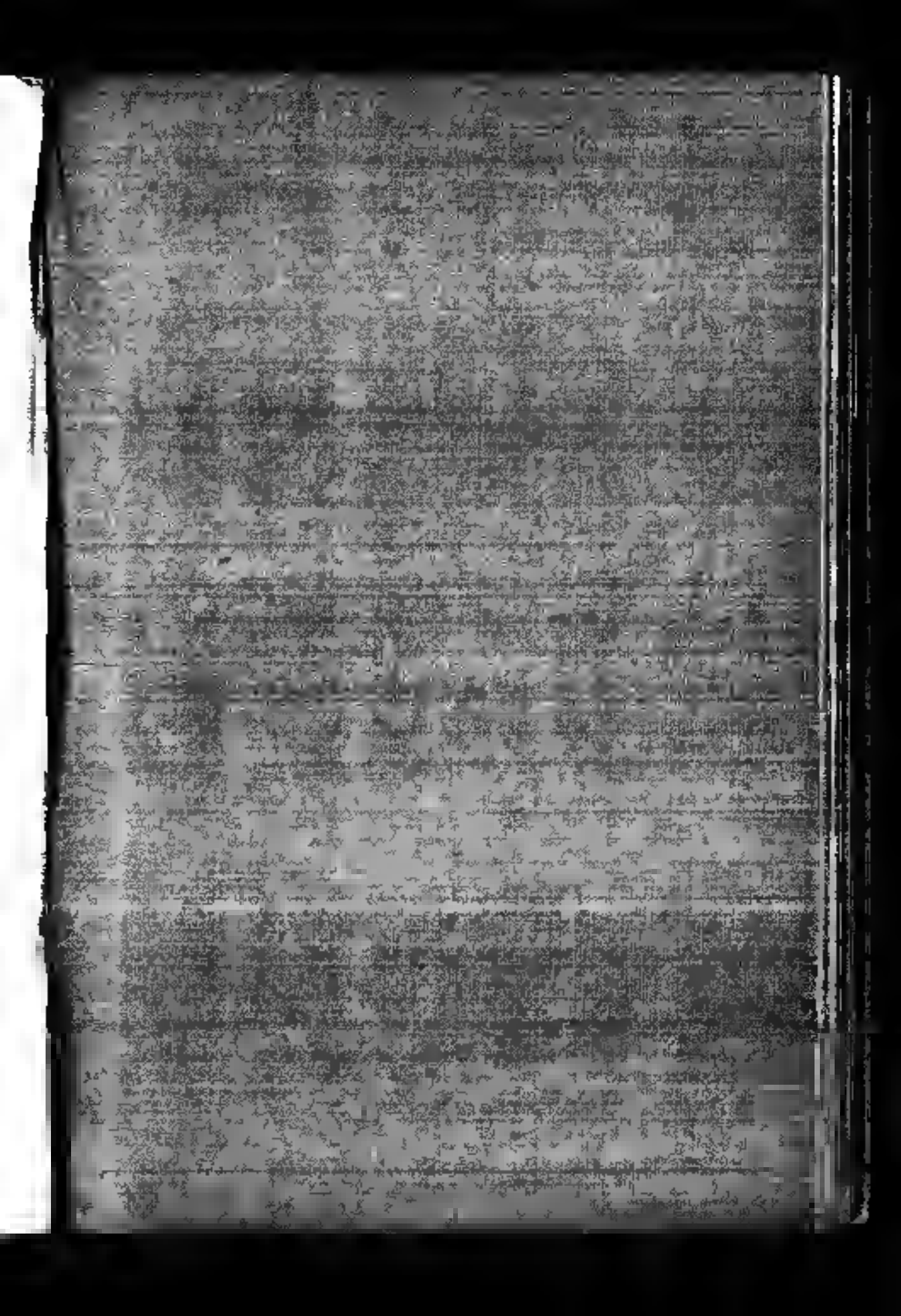

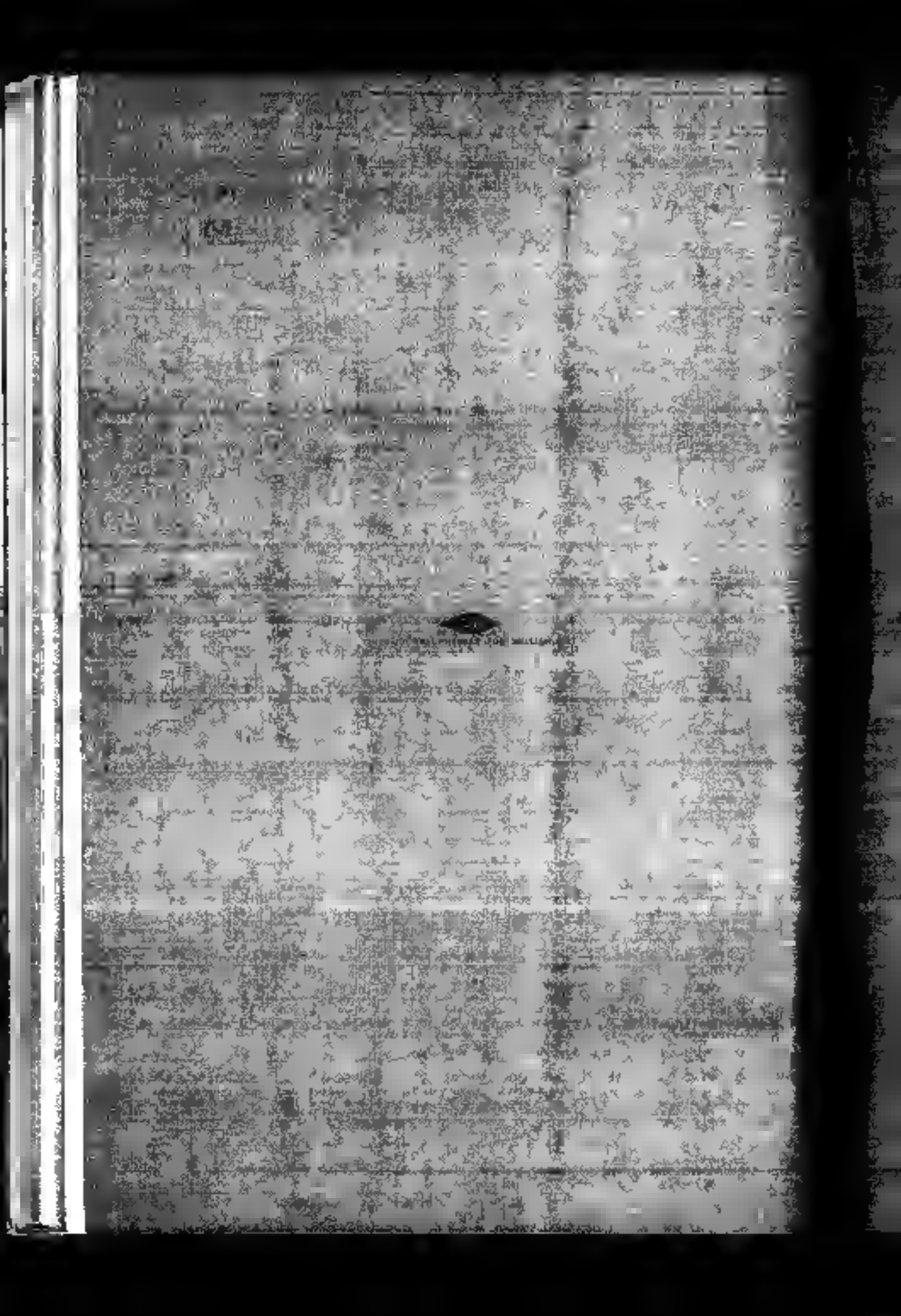

The Thunder Bay Historical Society

Eighth Annual Report

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The Thunder Bay Historical Society

EIGHTH ANNUAL REPORT

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The Thunder Bay Historical Society

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Mrs Geo A Graham	Mrs F C Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Fort William Nov 27th 1917

Fellow Members, —

I am sorry to have to record that this is our fourth annual meeting under the great World War and that the black war clouds show no signs of breaking.

The entry into the conflict of our cousins to the south of us will no doubt turn the balance in our favor While the pressure from this source may not be particularly noticeable for some time there is no question that our mutual enemy will eventually be overcome by the banding together of those nations of the world believing in democracy and the right of the common people to rule their own destinies

I sincerely hope that before our next annual meeting the conflict will be over but in the meantime we must carry on and do our utmost to uphold the principles for which we have already spent so much in lives and money

Our Historical Society has made satisfactory progress during the year closed We are reducing our debts by degrees as will be seen by our Secretary's splendid report, and the future looks bright for the Society

My best thanks are due the members of the Society for standing by the good cause which will yield abundant fruit in good time

PETER McKELLAR

MRS. M. L. BLACK
Secretary-Treasurer

Secretary-Treasurer's Report

MISS M J L BLACK

Fort William, Nov 30th 1917

To the President and Members of the Thunder Bay Historical Society

Ladies and Gentlemen —

I have the honor to present the following report as secretary-treasurer of our Society

During the year six meetings have been held the dates being as follows —

Nov 23, 1916—Annual meeting

Feb 16 1917 a very enjoyable meeting was held at the home of Mr and Mrs H Sellers, when Dr Oliver read a paper which has been written by Mrs Oliver and Mrs McKellar on the early schools of the Twin Cities This was followed by a paper by Mrs. Shark describing her own experiences in teaching in Fort William

On April 27 a meeting was held at the home of Dr and Mrs Oliver, and on May 25th we met at Mrs G A Graham's when a paper was given by Mr H Sellers Sept. 29 the society met for business in the Public Library and on October 25th we met at the home of our President and listened to excerpts from an old pamphlet describing Port Arthur in 1893 This was provided by Miss Doble who had prepared the booklet from Miss Margaret Cross The reading was given by Mrs. Shark.

We have a paid up membership of 21 and usually have nearly our entire number at all of our meetings.

While nothing of outstanding importance has occurred during the year it is very gratifying to be able to report that the interest in the work has been maintained in spite of the many other engrossing subjects This is largely owing to the great devotion and energy of our President and to him we cannot be too grateful.

Financially we are in very good condition and have reduced our indebtedness on the tablet by $375.00 during the year

In presenting the financial statement you will notice that it covers from Oct. 1 to Oct. 1 in order to conform to the Government's desire. I will, however give an addendum which will bring it up to date.

RECEIPTS

Sept. 30, 1916—Bal in bank	$ 85.55
Oct. 16—Donation from D McKellar for copyright	2.00
Oct. 15—Donation from Capt. McCaneall	5.00
Oct 27—Sale of pictures (Mrs. King)	22.37
Fells (Miss Sheppard Mrs Williamson)	2.50
Nov 8—Government grant	100.00
Nov 27—Donation (H Sellers)	5.00
Nov 28—Membership fees (Mr and Mrs McKellar Mr and Mrs F C Perry two years Mr and Mrs Graham, Miss Doble D McKellar Dr and Mrs Oliver	8.50
Sale of pictures (Miss Doble)	1 75
Dec 8—Donation (Jas Murphy)	50.00
Feb 9 1917—Donation (Joe Dyke)	50.00
Feb 8—One unmounted cut (sold to Mr Smith)	.50
Feb 16—Membership fees (Mrs Patterson, Mrs. Burke)	2.00
Membership fees (A J Ogilvie)	1.00
Membership fees (Dr and Mrs Strachan)	1 50
March 15—City of Fort William grant	200.00
Membership fee (Mrs. Crowl	1 00
Sept 15—Donation (Women's Canadian Club)	50 00
Donation (J J Flanagan)	20 00
Membership fee (Mrs McEdward)	1 00
	$595 17

EXPENDITURES

Oct. 15, 1916—Copyright	$ 2 00
Oct. 31—Tablet (Mrs Gladstone)	50 00
Nov 8—Printing and cuts (Times-Journal)	2.50
Dec 4—Tablet (Mrs Gladstone)	50 00

Feb. 9, 1917—Tablet (Mrs. Gladstone)	50.00
Feb. 29—Plates and printing (Times-Journal)	44.65
Tablet photographs (A J Fryer)	23.50
April 15—Tablet (Mrs Gladstone)	200.00
April 23—Membership to Historic Landmark Association	5.00
Printing Annuals — (Times-Journal)	50.00
Sept. 21—Tablet (Mrs. Gladstone)	25.00
Sept. 30 — Printing Annuals (Balance of Times-Journal account)	62.55
	$461.50
Sept. 30—Bal. in bank	93.67
	$595.17

Since then, we have received in fees from the Misses Livingstone $1.50 and a cheque from the Government for $180.00, so our balance tonight, Nov 30th 1917 is $135.17 there having been no expenditures

All of which is respectfully submitted

M J L. BLACK,
Secretary Treasurer

Audited and found correct.

Historic Landmark About to Vanish

Much of the Old History of Fort William Centers Around the McKellar Homestead, which Was Built Fifty Years Ago, and Was the Home of Fort William's First Mayor, and the Social Center of the Settlement for Many Years

From the Daily Times-Journal, January 26, 1911

The sale of the old McKellar home, which was put through last Monday by G. R. Duncan recalled the old days, and in order to get some of the details pertaining to its construction authoritatively the Times-Journal looked up Peter McKellar who is one of the family that built and occupied the house, which has been bought by George A. Graham to be moved from its present site. Mr. McKellar related the following history of the house.

Early History

I came here with my father, Duncan McKellar and brother John from the Ontonagon copper country in 1867 although our home had been in Middlesex county, Ontario, before we went to the copper country. After we were here for five years the other members of the family came, and my brother the late John McKellar and brothers, had the old house built in 1865, just fifty years ago. I could just say how much it cost to build as in those days work was done differently from what it is nowadays. The main part of the house is about 22x42 feet, and was originally built of hewed logs tamarac and spruce the timbers being about six by ten inches. There are also rooms in the house and it is two stories high with a solid stone foundation. The only finish on the interior originally was plaster over the logs. This was later improved by being lathed and plastered on the inside and sided with boards on the outside. Several years later there was a frame addition built to it on the southwest side, which was used as an office.

Forest at Union Depot

The logs for the construction of the house were taken from the fine forest that grew back where the union station and Syndicate avenue now are extending back to the Neebing River. The strip along the Kaministiquia River had been a clearance made by the fur trading companies perhaps 150 or 200 years ago on what is now a part of the site of west Fort William. This forest of tamarac and spruce had grown up into great tall trees, all as straight as it is possible for trees to grow and so dense that the sun could scarcely shed its rays into the midst of it. There was only one team of oxen in the country then and they were used to haul the trees to the required place. The work was done by the Indians and the house was a good warm one too.

New White People

There were only a few families of white people here in 1868. They were Capt. Robert McVicar and family, Governor John McIntyre and ourselves. These early settlers established a reputation for themselves of being real hosts, as every stranger who came to this part of the country was looked up by them and made to feel at home with this early colony of white settlers.

"The Hudson Bay company had a small dock about 100 feet long in front of the fort but only small vessels of less than five feet draft could get in here as there was a sand bar at the mouth of the Kaministiquia river. In 1868 the first dock that was ever built at the head of Lake Superior was constructed. It was situated about one-quarter of a mile east of Correal River and was of crib construction. It was built by the Thunder Bay Silver Mining company it's length was 180 feet and all the early boats called at the mining dock. At that time there were only three or four real buildings in Fort William,

besides the fort and mission buildings and some in the Prince Arthur Landing town plot in 1868

Real Mining Began

In 1868 real mining was commenced, when the Thunder Bay and Shuniah silver mines were operated with a force of 75 or more men. It was this year too that the real building of the present Port Arthur was began. It was started by James Dickson and James Flaherty who arrived with supplies on the steamer Algoma. The former opened a general store under the management of Thomas Marks and the latter started a restaurant. These were needed to supply the demands of the silver mining industry which was increasing by further discoveries such as the Silver Harbor the 3A mines and others. Many are under the impression that the Dawson Road works caused the start of the boom at Port Arthur but there was little or nothing doing on the Dawson Road until 1869 when preparation was made for Col Wolseley's expedition. Seven miles of wagon road were built out from Port Arthur in the summer of 1867 and the work was stopped. I traveled on many sleighloads over the old trail and the Seven Mile Road from Dog Lake to Prince Arthur Landing the winter following the building of the new road. These are facts confirmed by written statements.

Story of the Old Homestead

The old McKellar homestead was occupied continuously by the family until the property was sold to the Grand Trunk Pacific railway company in 1909 which road later became known as the Canadian Government railway and which company gave orders to have the house removed recently. The house of late years had become badly delapidated so far as vandals were able to do it harm but the general structure remained in a good state of preservation.

The McKellar Family

Besides the parents, Duncan McKellar and Margaret Brodie his wife, there were nine members of the McKellar family. In order they were beginning with the eldest John Susan Mary Peter Effie Donald Archie, Katie and Margaret. Mr and Mrs. McKellar senior lived in Fort William for some time. The father died here in 1875 at the age of 83 years. The mother died in 1890 at the age of 77 years. Those of the family still living are Susan, the widow of the late Archie McLaren Mary Peter Donald Katie, the wife of F C Ferry and Margaret, widow of the late Edward Deacon. Mrs. Deacon had three children two sons and one daughter. Of these the daughter is married to Dr C E. Spence one boy Donald was killed in the great war in 1918 and the other son Edward is returned wounded and unfit for further military service.

First Mayor of Fort William

Of the deceased members of the family the best known was probably the late John McKellar who was the first mayor of Fort William and served six years in that capacity. He was highly esteemed as a citizen of Fort William.

The passing of the old home which Mr Graham the purchaser says must be torn down, has a particular interest for the real old timers of Fort William and Port Arthur. There are many people still living at the head of the lakes who recall the pleasant pioneer days and review the occurrences of those days with a great deal of satisfaction. Everybody knew everybody else and there seemed to be one spot on earth where the brotherhood of man existed in reality.

NOTE

Captain Duncan McKellar father of Peter and Don McKellar two of Fort William's most respected pioneer residents, was the holder of two commissions in the Canadian militia which are still extant and in fairly good state of preservation considering their age. Captain McKellar obtained his commission as such in the 12th battalion of the Middlesex militia in 1837 and was with the active forces in command of a company at Windsor during the rebellion of 1837-38. He continued as an officer for twenty years. Both his commissions bear the signature and the seal of office of James Earl of Elgin and Kincardine, governor-general of British North America and captain general and governor-in-chief in and over the provinces of Canada, Nova Scotia, New Brunswick and the island of Prince Edward and vice admiral of the same.

MRS. P McKELLAR

MRS. E E OLIVER

School History of the Canadian Head of the Lakes

FORT WILLIAM

The earliest date at which we are able to show anything in the way of an endeavor to make the young idea shoot is the year 1860 when Miss Victoria McVicar daughter of Captain R McVicar postmaster at Fort William was acting as tutoress to the children of the Hudson's Bay Company's officers located at Fort William. Later in 1862-63 Miss Brennan of Ottawa, sister-in-law of John R. McVicar land agent at Fort William, taught. The school room was a small frame building of dimensions 12 by 15 feet with wooden seats and benches located on the ground of the Hudson's Bay Company. The company owned the building and had it fitted up as a school room. The pupils as before, were the children of the Hudson's Bay Company's officers. Miss Brennan lived with her sister opposite the Mission and walked back and forth the one and one-quarter miles daily from her home to the school. The pupils were about ten in number.

In the year 1870 Rev Mr McFarland taught for the Hudson's Bay Company and on the Sabbath conducted public worship.

SHUNIAH

In the year 1873 the municipality of Shuniah was organized, of which Fort William and Port Arthur (then Prince Arthur's Landing) were parts. Previous to the organization of the municipality a private school had been opened in Prince Arthur's Landing taught by Miss Alice Warner daughter of Ebenezer Warner. This school Miss Warner conducted at her own residence located on South Water Street near the corner of Pearl Street. She had about eighteen pupils.

After the municipality of Shuniah had been organized one of the first acts of the councillors was the authorization of the establishment of three school sections in the municipality the by-law for this purpose being

One of Fort William's Seven School Buildings

number five in the transactions of the municipality. These school sections were defined as follows:

No. 1—The village of Prince Arthur's Landing.

No. 2—All that portion of the Township of Neebing lying east of lot 13 including the reserve in front of said Township of Neebing.

No. 3—The Ward of Thunder Cape.

In each of these sections three trustees were to be elected. The first election was held on September 1st, 1873. For section one the following were elected: Messrs Jas. H. Woodside, John Park and W. C. Dobie. The last named served continuously as trustee until he resigned thirty years later. We are indebted to Mr Dobie

for much information given in this paper We are unable to find who were elected trustees for sections two and three

The organization of the municipality and the election of trustees gave the school work an impetus The population was increasing and the scholars must be cared for The trustees of section one rented a little house on Park Street and engaged Miss Warner who it will be remembered taught her own private school until that time. The school opened with about twenty-five pupils on the roll. The salary of the teacher was about three hundred dollars A second school was opened in section one upstairs over a blacksmith shop in the government reserve near the corner of Cumberland and Van Norman Streets. The number of pupils was about thirty

house which was a frame building erected in 1873 of a size 16 by 22 feet, located on McVicar Street where the Gordon Ironside and Fares warehouse now stands. The building was fully equipped with seats and benches. It was used for church service on Sundays. A Miss G oom was the first teacher (1874) Miss Groom s fame was abroad in the village as editor of the famous Perambulator" a hand printed newspaper which was no believe, the first to be published at Thunder Bay Later Miss Alice Warner succeeded Miss Groom as teacher and still later Miss Kinsey taught.

In 1878 Miss Kate McKellar (now Mrs F C Perry) our highly esteemed fellow member of this society took over the duties as school teacher in the original school. Her salary was the princely sum of $163.92 The trustees, however were not slow to

The Collegiate Port Arthur

Later in 1874 bylaw number five was amended by adding the Township of McIntyre to section one. Still later the original bylaw was again amended (bylaw number 22) changing the name of school section number two to section one of Fort William in the Municipality of Shuniah.

EAST FORT WILLIAM

The organizing of the municipality found the trustees at Fort William according to section two Shuniah ready to work as were those in section one. Through efforts on the part of Fort William citizens money was raised to build the first school

see the value of her work for in 1875 her salary was $350.00 She was given a government grant that year of $20.00 as shown by the McKellar account book.

WEST FORT WILLIAM

In the year 1870 the "Daughters of Mary opened a school for Indian children and others at Fort William mission The work was continued under these auspices until 1886 Sister Josephine Martin was the Sister Superior The Sisters of St. Joseph took up the work in 1886 and continued the Mission schools until 1908 when the Grand Trunk Pacific Rail-

way was granted the lash A complete history of the Mission school has been furnished this society in the excellent paper by Miss Reain so more will not be said regarding this branch of the work.

A second school was opened in the section at West Fort William in September 1875 Miss Delphine Fregeau was the teacher She had about twenty-five pupils Mr Fred Fregeau was janitor at a salary of $2.50 per month

SHUNIAH

At the present time we are unable to get data regarding the school development of the third school section viz Thunder Cape. Soon after the organization of the municipality of Shuniah the Thunder Cape Ward withdrew from Shuniah Municipality and formed a separate organization for school purposes

PORT ARTHUR

In section one at Prince Arthur's Landing in 1874 the trustees decided to make a change and they rented the basement of the Methodist Church corner of Waverly and Algoma streets The pupils were moved from both the schools aforementioned The first teacher here was Mrs Thos Woodgate, Senior mother of Trustee Woodgate.

Within the year so fast was the population growing, the trustees decided they needed a real school building A site of two acres had been granted by the Provincial Government where the Central School stands today A deputation went to the council ask after much persuasion succeeded in obtaining a grant of $1,000 to build a school The contract was at once let to Mr. Neil E. Shaw The school, built on the present site of the Central School had two large rooms, one above the other The upper room was reached by a covered stairway at the rear of the building Mr W C. Noble had the pleasure of handing Contractor Neil the check for $1,000 the contract price receiving in return the key of the building This building was completed in 1875 It was moved about the year 1900 to its present site next door to the Baptist Church where it is still doing duty as a private residence The teachers at the new school were Mr E. F Langrill, principal and Mrs Woodgate who had taught in the basement school.

FORT WILLIAM

In 1881 Fort William ceased to be part of the Municipality of Shuniah and became part of the Municipality of Neebing The teachers kept changing Miss McCallum, who, we understand, is still teaching in British Columbia, taught for some time. Mr W McLean taught for a number of years at the West End School Later Mr J F Cullen taught in the East End School.

EAST FORT WILLIAM

In 1887 a one two storey school house 24 by 30 feet was erected on Lot 7 the corner of Victoria Avenue and Simpson Street, where the Ross Block now stands The lower floor was completed with seats and benches for a school room, and the upper room completed and seated for church purposes open to all denominations. Mr John Ritchie was principal and is still active in educational work, being a school inspector for Port Arthur District. Two years later this land was sold to W J Ross and the building was moved to site on North May Street near Myles Street where it was still used as a school Later the building was sold to Mr L. L. Poitier who moved it to the lot immediately south of the post office where it still stands From the proceeds of the sale of Lot 7 school property the site of the present Central School, bounded by North Syndicate, Myles, North May and Leith Streets was purchased from McKellar brothers in March, 1894 A brick school building seating about $29,000 was erected on this site in the same year

FORT ARTHUR

Returning to section one Port Arthur we find they also had been making progress. About the year 1884 a front addition of brick veneer was added to the two-room school afore-

mentioned giving a total of six rooms. Mr Langrill was still principal. Miss Christie and Miss Bowerman were others who taught. The salary of the principal was about $500, of the other teachers about $350. About the year 1900 the original building was moved and another addition of eight rooms built making a total of twelve rooms. Mr. A. W. Wright succeeded Mr. Langrill as principal. He taught about three years and was followed by Mr Armstrong and later by Mr E. E. Coleman. There were about four hundred scholars in the twelve rooms.

EAST FORT WILLIAM

Mr P J Pilkey was the first principal of the new Central School at Fort William holding the position until 1901 when he became principal of the High School. He was followed by Miss Spark Mr Geo Bloomfield Mr S C Woodworth Mr W W Southon Mr J Underhill and Mr A. E Southon. A supervisor of education was appointed in 1908, Mr S C. Woodworth being the first appointee. Following him were Mr H E. Wood and Mr W W Southon.

Mr Chas Beyer became janitor of the Ann Street School West Fort, and the down town school in 1884. He retired from the position of janitor of the Central School in 1898. He is still engaged by the board of education as school gardener.

WEST FORT WILLIAM

In 1894 Mr W W Bridgman became principal of the West End School and taught until 1905. Among those who taught under Mr Bridgman were Miss Louisa Fregeau, Miss Graham and Miss Lottie McDougall now wife of Dr M. E. Dean.

The High School had its beginning in the continuation classes which were held in the McKellar brothers building on May Street the old public school building) commencing in 1895. Messrs J J Taylor and S. W Mathews were engaged as teachers. In 1900 the town council obtained permission from the legislature to hold high school sessions in the public school building and the continuation classes became high school classes.

The high school board was formed in 1900 and was made up as follows: Chairman Dr T S. T Smellie Vice-Chairman John King; C L. Mallett, J. McLaren, Wm Newcombe, D. McGillivray and W. H Whalen, and S. C. Young, secretary-treasurer.

In 1901 the high school classes were moved from Central School to Ogden School which had been built in 1899. Mr Pilkey followed Mr. Taylor in 1901 as principal and Mr. Mathews was succeeded by Mr. H. E. Wood in 1902. Mr A. J Ogilvie, the present specialist in modern and history, taught one year at this school. Mr. Colhoun, now city librarian at Calgary, Alta., was also on the staff. The High School was moved to the present building on Catherine Street in 1907, and later became a Collegiate Institute. Mr. Wood accepted the position of public school supervisor in 1910 but returned to the principalship of the Collegiate Institute in 1912. When Mr Wood left the school in 1910 Mr W J Hamilton was appointed principal. Mr Hamilton accepted the position of inspector of public schools for the district in 1912.

WEST FORT WILLIAM

In 1903 the school board authorized the purchase of a site for a larger school in the west end and in 1904 bought the present site on Francis Street for $700.00. They then asked the council for $19,000 and built a four-room school. This school was opened in 1905 with Mr Cole as principal. Later in 1905 the site of the original school on Ann (King) Street was sold.

FORT WILLIAM EAST

St. Stanislaus Separate School was built in 1902 Isabella School in 1907 Drew and St. Peter's in 1908 Franklin in 1909, St. Martin's and Wayland in 1910. Additions have been built to several of these school buildings since they were first erected. At the present time there is a total enrolment of about 4,642 pupils and a staff of 101 teachers in all the schools of the city.

PORT ARTHUR

Port Arthur has also kept pace in the erection of schools for the increasing population. The North Ward School was erected in 1905 the South Ward School in 1906, the Current River District School in 1914, the Alberta Land Company's Inter-city

School in 1914 and in the same year the beautiful Prospect Avenue School was erected.

The Port Arthur High School like that of Fort William had its beginning in a room in the Public School This was in the year 1887 In 1888 a High School was built and used till 1908 when it gave way to the present magnificent Collegiate Institute which overlooks Waverly Park

There is at present in the Port Arthur schools a total enrolment of 2 121 pupils and a staff of 64 teachers Mr L H W McRoberts B.A is the present supervising principal Mr W B L Howell B.A., is principal of the Collegiate Institute

SLATE RIVER

The first school held in the Slate River District was in the McClare shanty in the fall of 1893 by Mr J F Cutlen The first school house (log) was built on lot 15, concession 2 Township of Paipoonge, in the same year The first trustees were Messrs Henry Grant Henry Parsons and D McGregor chairman

CARLOTTA S McKELLAR
JESSIE M OLIVER

Thanks are due Miss Stafford Mr Coo Dr Oliver Mr Peter McKellar Mr W C Dobie and Mr McGregor of Slate River for information furnished on this subject Carlotta B Spence (now Mrs Peter McKellar) one of the undersigned writers taught in Central School Fort William, from September 1st, 1900 to June 30th 1901 Jessie McQueen, now wife of Dr E. B. Oliver the other undersigned, taught in Fort William from September 1907 to 1911 and in Port Arthur from 1911 to 1913

Some Reminiscences of Early Days in Fort William

The following excerpt from an address delivered by Mr H Sellers before the Historical Society will be found very interesting Mr Sellers lived for many years in Fort William and his statements are therefore authoritative

At that time we needed no tablet to commemorate where the site of the Hudson Bay post stood It was still easy much in evidence The stockades and all the houses still stood in their original places largely occupied at times by their original inhabitants The Richards family were still there but the rest of the dwellings were occupied by men who held official positions in and about the Canadian Pacific railway and were used as boarding houses for the men who were at that time building elevator A However the H B post proper held an official representative of the Hudson Bay company the main part or populous portion was at what was then called the "Town Plot" or west Fort William now Elevator "A" still stands, though not the office, that edifice being as old fashioned even at that time to be of any further service on the road. I might say that this was the prevailing style of architecture on the Canadian Pacific railway at that time for offices.

At the Town Plot was the railway terminus, round house, machine shop and the usual equipment that pertains now to a place of the importance at Scotcher as White River The Nashing Hotel was also located there This palatial structure exists now only in history but at that time attained sentimental fame as a political scandal at the time of the MacKenzie government, equaled only by the Sir John A. McDonald government some of four years previous This hotel was built to accommodate the engineers of the Canadian Pacific railway during the time of its construction (Mr Pratt and others) but was later occupied by other employees in much the same manner as the Hudson Bay post at Fort William proper had been It was destroyed by fire a few years later Otherwise it might have had a place in our chronicles as one of our landmarks

As is the site which is known as Fort William today The industries were Graham and Horne's mill Carpenter's saw mill the Canadian Pacific coal dock situated below where elevator C now stands and elevator "A" which at that time, comparatively speaking and in the minds of the few who lived here then, almost dwarfed Mount McKay in grandeur At all events it was more looked at So much by way of introduction which seems to me necessary to lay the scene as it is of the social aspect and pleasant life I wish to contrast then and now

We were as compared with Port Arthur and the Town Plot only a few the names that come readiest to my mind being the McKellars Malcolmsons Perrys Livingstones Carpenters Botsfords and John McLaurin This was thirty years ago. Afterwards slowly as the place grew came others Mrs Selleen and the writer came to live in Fort William in the spring of 87 and occupied the house at the junction of the McKellar and Kam streets We lived there several years and rank them as the most enjoyable of our lives Possibly we were easily satisfied but we had a good deal of pleasure, a genuine healthy pleasure, with all with whom we came in contact We all went to the same church We had to as all denominations used the same building for the sacrificial reason that there was no other This was the school-house at which Miss Kinsey (who later married Will Botsford) officiated as teacher to about twenty pupils during the week We had the use of the school-room for the purpose of divine worship on Sundays, usually in the afternoon Mr Shearer Mr Machin or a college student who

came along being all alike welcome It mattered not what denomination we were all alike, and denominationalism only developed as we became more numerous and prosperous. John McKellar was king and what he said was about as good as law and in his mind disputes were voluntarily submitted They were usually decided quickly and quietly at that time but later under increasing pressure as the population became greater and more moneyed became prevalent there were more differences of opinion etc. more lawyers and other appurtenances of prosperity I once heard Mr McKellar make a remark in a moment of exasperation at having to decide something that had resulted in a difference of opinion between the parties, which I have often laughed at and still enjoy it. It was this Confound it we were all right until we had parsons and lawyers come to live amongst us I want it may here, that despite any change in condition in spite of the great influx of succeeding populations and prosperity John McKellar held the position to the day of his death He was the recognized head of the town and, later the city of Port William.

Aside from his official position as mayor very many people came to him with their troubles and would rather have him settle between them than the courts and in my experience I have never seen a decision made by him that was not respected and accepted

Later at the Canadian Pacific station there were two Irishmen who kept hotels Pat Mahon and Gorman They were interminably quarreling and constantly couing to John to and him to settle their differences I remember on the last occasion John fell about fed up on it Pitch off him but scratched his head and studied them both for a minute. He finally said slowly with his Scotch accent Well I don't know what the British government can do with 10,000,000 of you in Ireland when I can't pacify two of you out here

I have gone further into the above than I intended and am afraid I have digressed from my subject I started in to say that there being so few of us we were mutually inter-dependent with each other With the McKellars McIntyres and Perrys the latch-string was always on the outside and we went anywhere at night, to each other's houses with or without an invitation Cards—whist mostly—played at 10c This was played so well that an ordinary player dared attempt it Occasionally it was played for prizes but personally I drew nothing but injuriated looks from my partners

Music, however was our long suit, and we had at times a very fair glee club meeting at McKellar's and McIntyre's and later at Mrs. Gus Grahams. Peter McKellar was usually conductor He was also I think the conductor of the choir at the small school house and later when the larger school was built where the Bank of Montreal now stands When the first Presbyterian church was built Mr Geo. Nash took charge and Ewell's Anthem books came into vogue, and Mr Nash made up a really excellent choir. An adjunct to this choir was organized by the indefatigable D W Mitchell and became known as Choir B It was composed of F C. Perry and himself Their repertoire was not extensive their most telling number being the anthem "We'll Hunt the Buffalo" Mr McKellar was soloist, assisted by choir "B" I think they gradually drifted apart, but Mr McKellar is today our worthy president and Mr Perry is a respected member of our society and any further information that is desired on this subject may be obtained on application to them

Railway Builders of Canada

By MISS SARAH STAFFORD

Between railway construction and cathedrals there is a vast difference, but there is one thing they have in common and that is many hands have created them. The cathedrals of Europe have bequeathed undying fame yet no man's name is linked with them. They are the work of generations and are the expression of genius, high ideals and religion. Leaders they had to have who could plan and carry through the organized work of railway construction. Such men as Sir John A. Macdonald, Laurier, Mount Stephen, Strathcona, Van Horne, Shaughnessy, Wm. McKenzie, Hays and many others stood back of them. Builders of a mighty heritage. Strange that Canada, at this one time, within a near radius of each other should produce three men destined to leave their name engraved on the page of Canadian history. William McKenzie was born at Kirkville, Ont. in 1849, and had been a school teacher, store-keeper and tumberman before opportunity knocked at his door. Donald Mann was born four years later at Arton, Ont. near the old home of James B. Hill of railway fame. Donald Mann was brought up for the ministry and when twenty-two was a foreman in a lumber camp. At twenty-five he joined the rush to Winnipeg. Behind these two great leaders came a shadowy army of workers who were indispensible. The explorer who went through the wilderness braving steep precipices and blizzards in march of a lower grade men with the pick and shovel, a mighty army shifting and changing the English, heavy, the Irish canaller, the Chinese coolie, the Swede, the Italian, the Ruthenian housed in noisome bunks then fleeced by employment agents often plundered by sub-contractors facing sudden death by ignorance of dynamite or slow death by fever—these were the men who garrish as the humdrum work every day, track mending, ballast packing, engine stoking, patiently paying taxes on endless thousands. These shadowy army of workers were not least among the railway builders of Canada.

William McKenzie and Donald Mann were both Canadians and had been trained in railway construction—the engineering capacity of the two partners was great. Branch lines were thrown out from east to west, to British Columbia, to Quebec and throughout Ontario great hominating systems grew apace. The United States reached out for a share of Canadian traffic, the Great Northern interests secured a footing in the east and the New York Central in the west and for every mile which the United States railroads controlled in Canada the Canadian roads controlled six in the United States. The Canadian Northern has a direct railway between east and west which is used for the handling of freight, they have also a direct connection between Winnipeg, Duluth through Fort Frances and are planning to have a route to Great Britain by way of Hudson's Bay. This has also opened a market in Western Canada for the use of fisheries. The Canadian Northern lines cross the boundaries of Manitoba into the Northwest Territories, it reclaimed grains from Ontario, bringing lines between Fort Arthur and Sudbury. In 1910 the Canadian Northern Steamships Limited were used, and a description of how it had done so much to open the great door of the west and her power in meeting the grain trade and the history of Fort Arthur is indissolubly linked with the Canadian Northern Railway. The Canadian Pacific Railway transcontinental had located its principal plant in Fort William, but for a time it conducted its package freight shipping at Port Arthur but through a disagreement, the management of that road moved it back to Fort William.

It was the boast of the man who at that time presided over the destinies of the C.P.R. "that he would make the grass grow in the streets of Port Arthur." His boast almost was fulfilled. That it was not completely

realized. It is all probability due to an agreement made between the Council of Port Arthur and the management of the Canadian Northern Railway by which the algoroma new road was assured to the city of Port Arthur.

The Canadian Northern possibly appreciated the opportunity when the Canadian Pacific Railway assessed its equipment out of the municipality of Port Arthur. At any rate as the lines of the C. N. R. were being rapidly completed to a junction between the west and Lake Superior a situation was created making it of mutual benefit to the company and the city that the terminals of the line be located in Port Arthur. Accordingly an agreement was effected between the council and the management of the Canadian Northern Railway and out of that agreement has arisen the splendid plant possessed by the Canadian Northern Railway in our midst, and which enterprise is the means of providing employment to such a large proportion of our people.

The Canadian Northern agreed that all wheat moving in the east over its lines should go through Port Arthur. To implement their pledge, an elevator of 1,500,000 capacity was to be erected. The building was completed in the autumn of 1901. In 1904 its capacity was increased to 7,500,000 bushels. Even this addition proving inefficient to accommodate the rapidly increasing tide of grain from the west the elevator was further enlarged in 1913 to 9,500,000 bushels—practically ten million bushels—making it the largest consolidated elevator plant in the world.

The terminal elevator has a track capacity of thirty cars and it has been estimated that under conditions of urgency 600 cars of wheat a day could be unloaded. With cars averaging 1,000 bushels that would mean 600,000 bushels elevated weighed and binned in one day of two shifts. The grain is taken in hoppers from the cars to the top of the building where it is weighed and distributed into the bins. When transferring to a lake vessel the grain is taken from the bottom of the bin, elevated to the top to be weighed, conveyed to a shipping bin and from thence by shipping legs spouted into the hold. There are five shipping legs to each of two working houses each leg having a capacity of from 8,000 to 10,000 bushels per hour. Under ideal conditions 100,000 bushels of grain could be unloaded from this elevator in an hour.

The C. N. R. coal docks have a dock frontage of 800 feet accommodating boats of any length now on the lakes. Depth of water at dock from 25 feet, storage capacity 500,000 tons. Bituminous and 100,000 tons Anthracite coal equipment four Mead Morrison unloading rigs with two-ton clam-shells, unloading capacity 700 tons per hour, one bridge with two one-ton hoists and buckets and one bridge with two two-ton hoists and buckets, annual capacity over 1,000,000 tons.

The first unit of the dock was completed and the company commenced operations in the year 1916.

The purpose of the company is to handle and store coal (but not to buy and sell) arriving from eastern lake ports for consumption in Western Canada and New Ontario. The operations consist of discharging coal from the ships through the handling plant of the dock either direct to railway cars or to storage on the dock. If the coal is discharged direct to storage the company picks up and reloads the same to cars for transport by rail.

The present storage capacity (all of winter storage) consists of 160,000 tons of hard coal stored in specially constructed storehouses equipped with handling machinery called hard coal plant and filled ground storage capacity for 500,000 tons of soft coal in the open. The practice is to handle near the dock approximately double the storage capacity each season as about one-half of the total is loaded from the ships over the dock direct to railway cars. The coal handled over the dock in 1918 (May 1st to December 31st) exceeded one million tons about one-half were for the requirements of the Canadian Northern Railway and the other half commercial coal belonging to coal dealers who are customers of the dock.

The method of unloading coal from boats is by means of four hoisting towers, each with a capacity of 200

tons per hour or a total unloading capacity of 800 tons per hour. A cable car system carries the coal from the towers and dumps it in any desired place, either on the open storage ground by means of travelling bridges or in any particular bin to any hard coal shed.

The Prince Arthur Hotel erected in 1910 is a splendidly equipped six-storey fireproof building overlooking the railway station. Its appointments are such that none of the hostelries of the older cities can do more to satisfy the needs of exacting travellers. The rotunda is carried to the full height of two storeys, around its walls are a chain of mural paintings portraying the building of the Canadian Northern into the city. The hotel is designed to give the most room of comfort to every guest. Each bedroom is twenty feet long and each room is an outside room. The first three floors are finished in mahogany while the upper floors are weathered oak. The dining room is located on the first floor approaching from the rotunda by a marble staircase. The service, provided by capable attendants is only equalled by the excellent cuisine.

So, through the Canadian Northern Railway Port Arthur resumed to a great extent its proud position on the Superior waterfront. But it lacked the immediate connection by rail over the Canadian Northern to Toronto Ottawa Montreal, Quebec and other eastern centres. In the autumn of 1911 a beginning was made upon the construction of that section of the main line between Sudbury and Port Arthur. There were approximately 250 miles of almost unbroken wilderness to be spanned. The work was pressed forward so vigorously that in the autumn of 1913 it became apparent that the road would be completed as far as the physical connection between the cities was concerned by the end of the year. As a matter of fact on December 24th a special train carrying the official heads of the Canadian Northern Railway departed quietly from Toronto with the intention of making the run through to Port Arthur over the lines of the company. On New Year's day Sir William Mackenzie drove the last spike on the line at Little White Otter River 254 miles east of Port Arthur. The city of Port Arthur organized a banquet to celebrate the completion of the tying in of the rails between the Queen City and this point, and the banquet was held amid general rejoicing on the part of the citizens.

The early predictions were reviewed at some length and compared with the development of the railway and city up to that time and prophesies as to the future indulged in. Then, in mid-summer of 1914 came the war.

The Canadian Northern did not cease its constructive program. Its lines have been completed from Atlantic tidewater at Quebec to the Pacific at Vancouver and Victoria. It possesses in that main line the easiest gradients of any road of similar national importance on the continent of North America or in the world for that matter. It has opened up vast areas to settlement and development. In the Clay Belt to the east of us it has installed the nucleus of the big industrial project at Foleyet and it is the intention when the time is opportune to extend the scope of that enterprise to other points in the Clay Belt.

Port Arthur must be benefitted by every expansion that takes place in the plans of the Canadian Northern Railway enterprise. We are its central divisional point. Our city stands at the point where the cars and the ships meet which is a development that should not be overlooked. In 1882 the citizens of Port Arthur welcomed the first Canadian Northern train to this city. The community of interest which became a fact then has increased as years have gone by and it may not be doubted that the welfare of Port Arthur and Fort William must be favorably affected by the further development of the Canadian Northern Railway and the territory which it serves.

MRS J M SHERK GAY PAGE
Who contributed "Legendary Lore of Lake Superior" and compiled "Early History of Fort Arthur" from books presented by Miss Cross.

Miss Margaret Cross Adds Valuable Records

A very valuable addition to the historical records collected by the society is the gift of a History of Prince Arthur's Landing or Port Arthur with a list of industries of that place in the year 1883. The book was published and compiled by Steen and Boyce of Winnipeg and has a preface by the publishers

All the statements made and figures given in this story of The Silver Gate and Her Leading Industries have not been guessed at the preface says but gained by personal investigation Capitalists will find in this port a place where they can invest money and in a short time double the same. Manufacturers merchants mechanics and laborers will find it a good business point and a pleasant place to live.

Messrs Steen and Boyce have been proved good prophets.

The book gives the early history of Thunder Bay district and the story of the first voyagers around the north and west shores of Lake Superior and passes on to the history of Port Arthur beginning with the year 1641 when the missionaries of the Society of Jesus established a mission and fifteen years afterwards, De Groseilier and Radisson explored the northern shores and passed on to Rainy River and Lake of the Woods In 1688 Daniel Greysolon built a house near the mouth of the Kaministiquia, and commenced trading in furs with the Indians This was the beginning of the great North-West fur trade Near this house was the rendezvous of the North-Westers fur traders who formed the North West Company in 1805 disputing rights with the Hudson's Bay Company

From 1806 to 1857 business done in vicinity of Prince Arthur's Landing was confined to fur trade and in 1857 the S J Dawson expedition was fitted out to open the route to the Red River country

The spring of 1870 was one of excitement when Col Wolsley landed on his way to quell the rebellion in Red River and on asking the name of the place which was called "The Station he asked that it be called Prince Arthur's Landing in honour of the young prince now the Duke of Connaught who had recently visited Canada. This year was one of great progress and ten buildings were added through the enterprise of Messrs. Thomas Marks, N K Street W F Davidson W A D Russell and others.

In 1872 a government survey was made of the town site and the surrounding country organized under the name of the Municipality of Shuniah composed of MacGregor McIntyre and Thunder Bay townships. The first dock was constructed and was leased by W H Carpenter & Co.

In 1874 the Canadian Pacific Railway scheme was occupying the attention of all and the hopes of Port Arthur received a staggering blow when Fort William was selected as the point from which to commence construction In 1876-7 the work of construction was carried on In 1878 Purcell & Co with Thomas Marks as partner secured a contract for 113 miles of the C P R., draw supplies from the town and so business became lively in 1881 real estate had a boom and by 1882 trains were running to Winnipeg. Finance real estate and professional interests form the material for the next chapter and the pages bear the names of Thomas Marks who established a business in fur trading in 1870 D F Burk whose advent is dated 1875 W T Davidson who with Thomas Marks, opened a store in 1871 A L Russell D L S. who landed in 1869 H K Wickstead C E the Ontario Bank, established there in 1875 Judge R Laird appointed in 1878 Peter Nicholson mine owner 1871 Keefer & Cameron composed of Thos A Keefer and E. R. Cameron M A lawyers 1873 S W Ray 1876 Ontario Bank accountant W H Laird, occupying position of registrar from 1875 T Ware barrister,

R. J. Edwards, architect; Fred Jones, 1875, postmaster; Peter Nicholson, collector of customs 1874; N. T. White; L. D. S.; Albert McGillis; J. A. McDonnell M. D.; W. G. Bryson, M. D., and J. T. Clarke, M. D., father of W. J. Clarke.

The list of manufacturers includes the names of: Geo. H. Kennedy; W. and J. Jeritt; Woodside Bros.; Vigars Bros.; Jones and Wetmore; Angus Campbell; Conrad Gehl; Daniel Coveney; P. S. Griffin; G. W. Brown & Co.; Smith & Mitchell; Anderson & Muir; M. J. Dillon; Fred Daniels, and Samuel Willcock.

The mercantile business was conducted by: Street Bros.; D. McKenzie & Co.; Marks, McKay & Co.; A. W. Thompson & Bros.; Commee & Thompson; [illegible] M. Cooke; I. F. Sancier & Co.; L. U. [illegible]; J. L. Mahle; Henry Nicholson; J. H. Bartle; W. Eades; A. E. McGregor & Co.; T. S. T. Smellie, M. D.; O'Connor & Co.; W. J. Clarke; George Clavet; Duncan MacDonald; Neelin & Co.; J. T. Cooke; Henry Foote; Daniel Campbell; S. J. McLaren; David Hall; Mrs. Mahle; E. G. Debernardi; W. Rodney; J. P. Hale; T. R. Musker and Leishman & McGregor.

The hotels were: Queen's Pacific; Mining Exchange; Shamish House; Club House; Cosmopolitan; Scandinavian; Lincoln House; W. H. Parker restaurant; American Hotel and J. T. Pope's restaurant.

Agencies were represented by: Geo. T. Marks; J. T. Rattan & Co.; James Dickson; Robert Maitland; J. Flaherty, and T. D. Ledyard.

The newspapers were: The Thunder Bay Sentinel, established 1874 by Thomas Egan; Evening Herald, 1882, Harvey & Knight, publishers and proprietors.

The public school was organized in 1873 under E. F. Langrell, and the present schoolhouse erected in 1874, with 146 on the roll. Principal M. N. Armstrong had Miss Bowerman as assistant.

The churches: Father Baxter arrived in 1872, and Rev. P. Mamel was resident priest in 1883. The convent built in 1881, had Rev. Mother Pauli in charge, with five sisters of the Order of St. Joseph. The Presbyterian church had Rev. James Herald as pastor. Rev. Allan Howerman, B. A. was first Methodist missionary 1871 with M. N. Armstrong S. S. superintendent.

Mining, lumbering and fishing interests were in the hands of: General Wild; James McLaren; T. A. Keefer; Peter McKellar (Fort William); C. T. Bates; T. and G. T. Marks, M. A. and F. S. Wiley and W. H. Laird.

Wm. Margach was timber inspector for Canadian Government and J. Dickson fishery overseer.

THUNDER BAY

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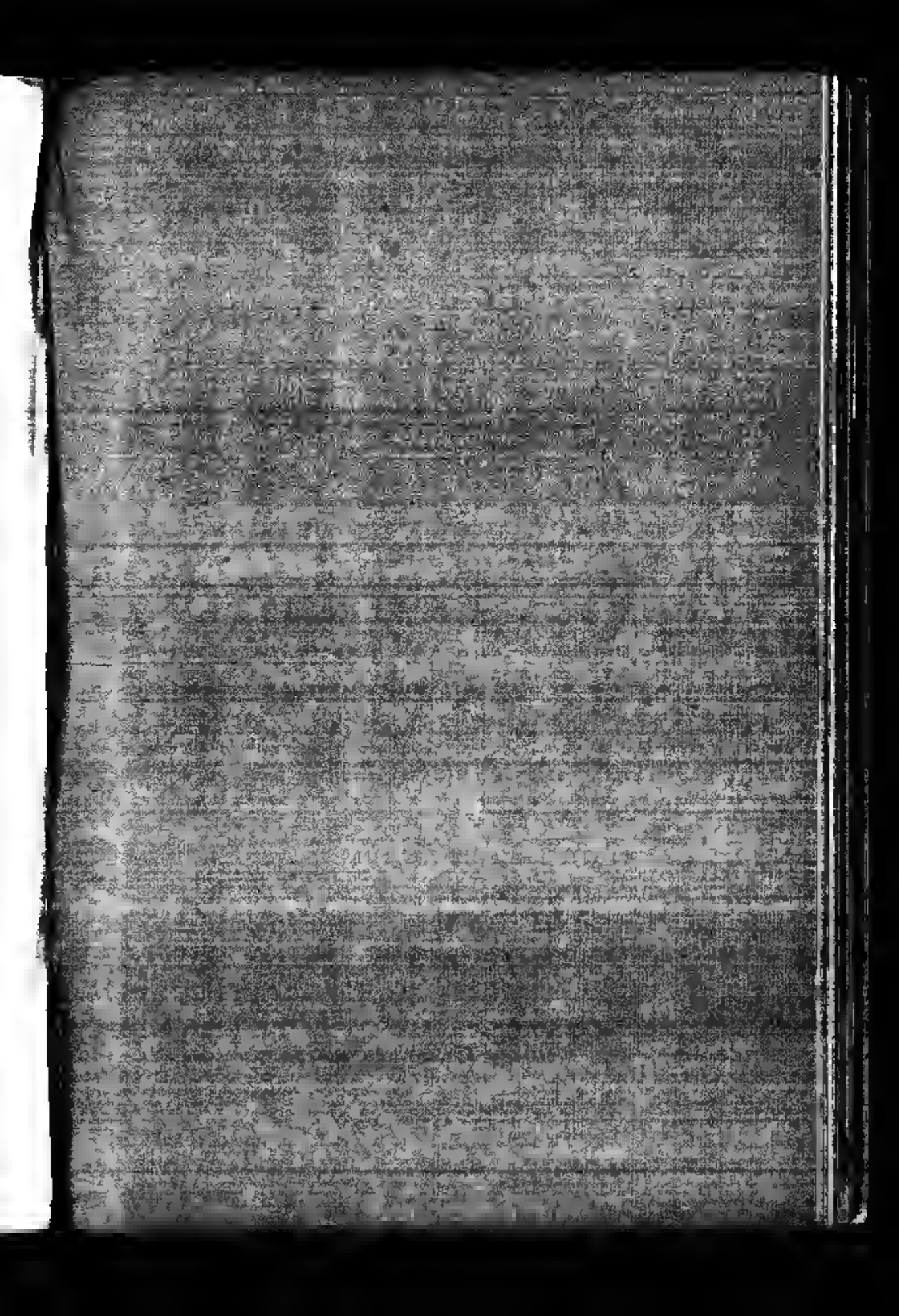

The Thunder Bay Historical Society

Eighth Annual Report

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The Thunder Bay Historical Society

EIGHTH ANNUAL REPORT

Papers of 1917

The Thunder Bay Historical Society

Officers 1916-17

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1st Vice President	Mr A L Russell
Secretary Treasurer	Miss M J L Black

Executive Committee

Miss Dobie	Dr E B Oliver
Mrs Jno King	Mr F C Perry

Auditors

Mrs Geo A Graham	Mrs F C Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Port William Nov 27th 1917

Fellow Members —

I am sorry to have to record that this is our fourth annual meeting under the great World War and that the black war clouds show no signs of breaking

The entry into the conflict of our cousins to the south of us will no doubt swing the balance in our favor While the pressure from this source may not be particularly noticeable for some time there is no question that our mutual enemy will eventually be overcome by the banding together of those nations of the world believing in democracy and the right of the common people to rule their own destinies

I sincerely hope that before our next annual meeting the conflict will be over but in the meantime we must "carry on" and do our utmost to uphold the principles for which we have already spent so much in lives and money

Our Historical Society has made satisfactory progress during the year closed We are reducing our debts by degrees as will be seen by our Secretary's splendid report and the future looks bright for the Society

My best thanks are due the members of the Society for standing by the good cause which will yield abundant fruit in good time.

PETER McKELLAR

MRS. M. J. L. BLACK
Secretary Treasurer

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Fort William Nov 30th 1917

To the President and Members of the Thunder Bay Historical Society

Ladies and Gentlemen: —

I have the honor to present the following report as secretary treasurer of our Society

During the year six meetings have been held the dates being as follows —

Nov 28 1916—Annual meeting

Feb 15 1917 a very enjoyable meeting was held at the home of Mr and Mrs H Sellers when Dr Oliver read a paper which had been written by Mrs Oliver and Mrs. McKellar on the early schools of the Twin Cities This was followed by a paper by Mrs Sberk describing her own experiences in teaching in Fort William

On April 27 a meeting was held at the home of Dr and Mrs Oliver, and on May 25th we met at Mrs G A Graham's when a paper was given by Mr H Sellers Sept 29 the society met for business in the Public Library and on October 26th we met at the home of our President and listened to excerpts from an old pamphlet describing Fort Arthur in 1882 This was provided by Miss Dobie who had procured the booklet from Miss Margaret Cross The reading was given by Mrs Sberk.

We have a paid up membership of 21 and usually have nearly our entire number at all of our meetings.

While nothing of outstanding importance has occurred during the year it is very gratifying to be able to report that the interest in the work has been maintained in spite of the many other engrossing subjects This is largely owing to the great devotion and energy of our President and to him we cannot be too grateful

Financially we are in very good condition and have reduced our indebtedness on the tablet by $275 00 during the year

In presenting the financial statement you will notice that it covers from Oct. 1 to Oct 1 in order to conform to the Government's desire I will however give an addendum which will bring it up to date

RECEIPTS

Sept 30 1916—Bal. in bank	$ 65 55
Oct. 15—Donation from D McKellar for copyright	2 00
Oct 15—Donation from Capt. McCannell	5.00
Oct 27—Sale of pictures (Mrs King)	22 37
Teas (Miss Shepperd Mrs Williamson)	2 80
Nov 2—Government grant	100 00
Nov 27—Donation (H Sellers)	5 00
Nov 28—Membership fees (Mr and Mrs McKellar Mr and Mrs F C Perry two years Mr and Mrs. Graham Miss Dobie D McKellar Dr and Mrs Oliver	9 50
Sale of pictures (Miss Dobie)	1 75
Dec 9—Donation (Jas Murphy)	50 00
Feb 5 1917—Donation (Jos Dyke)	50 00
Feb 8—One unmounted cut (sold to Mr Smith)	50
Feb 16—Membership fees (Mrs. Patterson Mrs. Burke)	2 00
Membership fees (A J Ogilvie)	1 00
Membership fees (Dr and Mrs Strachan)	1 50
March 15—City of Fort William grant	200 00
Membership fee (Mrs Crow)	1 00
Sept 15—Donation (Women's Canadian Club)	50 00
Donation (J J Flanagan)	25.00
Membership fee (Mrs McEdward)	1 00
	$595 17

EXPENDITURES

Oct 15 1916—Copyright	$ 2.00
Oct 31—Tablet (Mrs Gladstone)	50 00
Nov 3—Printing and cuts (Times-Journal)	8 50
Dec 4—Tablet (Mrs Gladstone)	50 00

Feb 8 1917—Tablet (Mrs Gladstone)	50 00
Feb 20—Plates and printing (Times-Journal)	44.85
Tablet photographs (A. J Fryer)	23 50
April 15—Tablet (Mrs Gladstone)	200 00
April 28—Membership to Historic Landsmark Association	5.00
Printing Annuals — (Times-Journal)	50 00
Sept 21—Tablet (Mrs Gladstone)	25 00
Sept. 20 — Printing Annuals (Balance of Times-Journal account)	52 55
	$561 50
Sept. 30—Bal. in bank	33 67
	$595 17

Since then, we have received in fees from the Misses Livingstone $1.50 and a cheque from the Government for $100 00 so our balance tonight Nov. 30th 1917 is $135 17 there having been no expenditures.

All of which is respectfully submitted

M J L. BLACK,
Secretary-Treasurer

Audited and found correct.

Historic Landmark About to Vanish

Much of the Old History of Fort William Centers Around the McKellar Homestead, which Was Built Fifty Years Ago, and Was the Home of Fort William's First Mayor, and the Social Center of the Settlement for Many Years.

From the Daily Times-Journal, January 26 1918

The sale of the old McKellar home which was put through last Monday by G R Duncan recalled the old days and in order to get some of the details pertaining to its construction authoritatively the Times-Journal looked up Peter McKellar who is one of the family that built and occupied the house which has been bought by George A Graham to be moved from its present site Mr McKellar related the following history of the house

Early History

I came here with my father Duncan McKellar and brother John from the Ontonagon copper country in 1863 although our home had been in Middlesex county Ontario before we went to the copper country After we were here for five years the other members of the family came and my brother the late John McKellar and brothers had the old house built in 1868 just fifty years ago I could not say how much it cost to build as in those days work was done differently from what it is nowadays The main part of the house is about 23x42 feet, and was originally built of hewed logs tamarac and spruce the timbers being about one by ten inches There are nine rooms in the house and it is two stories high with a solid stone foundation The only finish on the interior originally was plaster over the logs This was later improved by being lathed and plastered on the inside and sided with boards on the outside Several years later there was a frame addition built to it on the southwest side which was used as an office

Forest at Union Depot

The logs for the construction of the house were taken from the fine forest that grew back where the union station and Syndicate avenue now are, extending back to the Neebing River The strip along the Kaministiquia River had been a clearance made by the fur trading companies perhaps 150 or 200 years ago on what is now a part of the site of east Fort William This forest of tamarac and spruce had grown up into great tall trees all as straight as it is possible for trees to grow and so dense that the sun could scarcely shed its rays into the midst of it There was only one team of oxen in the country then and they were used to haul the trees to the required place The work was done by the Indians and the house was a good warm one too

Few White People

There were only a few families of white people here in 1863 They were Capt Robert McVicar and family Governor John McIntyre and ourselves These early settlers established a reputation for themselves of being real hosts as every stranger who came to this part of the country was looked up by them and made to feel at home with this early colony of white settlers

The Hudson Bay company had a small dock about 100 feet long in front of the fort but only small vessels of less than five feet draft, could get in here as there was a sand bar at the mouth of the Kaministiquia river In 1868 the first dock that was ever built at the head of Lake Superior was constructed it was situated about one-quarter of a mile east of Current River and was of crib construction It was built by the Thunder Bay Silver Mining company its length was 180 feet, and all the early boats called at the mining dock. At that time there were only three or four real buildings in Fort William

besides the fort and misetos buildings, and some in the Prince Arthur Landing town ptol to 1863

Real Mining Begun

In 1868 real mining was commenced when the Thunder Bay and Shuniah silver mines were operated with a force of 75 or more men It was this year too that the real building of the present Port Arthur was begun It was started by James Dickson and James Flaherty who arrived with supplies on the steamer Algoma The former opened a general store under the management of Thomas Marks and the latter started a restaurant. These were needed to supply the demands of the silver mining industry which was increasing by further discoveries such as the Silver Harbor the 3A mines and others Many are under the impression that the Dawson Road works caused the start of the boom at Port Arthur but there was little or nothing doing on the Dawson Road until 1869 when preparation was made for Col Wolseley's expedition Seven miles of wagon road were built out from Port Arthur in the summer of 1867 and the work was stopped I traveled on snow shoes twice over the old trail and the Seven Mile Road from Dog Lake to Prince Arthur Landing the winter following the building of the new road These are facts confirmed by written statements

Story of the Old Homestead

The old McKellar homestead was occupied continuously by the family until the property was sold to the Grand Trunk Pacific railway company in 1908 which road later became known as the Canadian Government railway and which company gave orders to have the house removed recently The house of late years had become badly dilapidated as far as vandals were able to do it harm but the general structure remains in a good state of preservation

The McKellar Family

Besides the parents Duncan McKellar and Margaret Brodie his wife there were nine members of the McKellar family In order they were beginning with the eldest John Susan Mary Peter Effie Donald Archie Kelly and Margaret Mr and Mrs McKellar senior lived in Fort William for some time The father died here in 1875 at the age of 68 years The mother died in 1880 at the age of 77 years Those of the family still living are Susan the widow of the late Archie McLaren Mary Peter Donald Katie the wife of F C Perry and Margaret, widow of the late Edward Deacon Mrs. Deacon had three children two sons and one daughter One of these the daughter is married to Dr C. E Spence one boy Donald was killed in the great war in 1916 and the other son Edward is returned wounded and unfit for further military service

First Mayor of Fort William

Of the deceased members of the family the best known was possibly the late John McKellar who was the first mayor of Fort William and served six years in that capacity He was highly esteemed as a citizen of Fort William

The passing of the old house which Mr Graham the purchaser says must be torn down has a particular interest for the real old timers of Fort William and Port Arthur There are many people still living at the head of the lakes who recall the pleasant pioneer days and review the occurrences of those days with a great deal of satisfaction. Everybody knew everybody else and there seemed to be one spot on earth where the brotherhood of man existed in reality

NOTE

Captain Duncan McKellar father of Peter and Don McKellar two of Fort William's most respected pioneer residents was the holder of two commissions in the Canadian militia which are still extant and in fairly good state of preservation considering their age Captain McKellar obtained his commission as such in the 12th battalion of the Middlesex militia in 1837 and was with the active forces in command of a company at Windsor during the rebellion of 1837 38 He continued as an officer for twenty years Both his commissions bear the signature and the seal of office of James Earl of Elgin and Kincardine governor-general of British North America and captain-general and governor-in-chief in and over the provinces of Canada Nova Scotia New Brunswick and the Island of Prince Edward and vice admiral of the same

MRS. P McKELLAR

MRS. E E OLIVER

School History of the Canadian Head of the Lakes

FORT WILLIAM

The earliest date at which we are able to show anything to the way of an endeavor to make the young idea shoot is the year 1860 when Miss Victoria McVicar daughter of Captain R. McVicar postmaster at Fort William was acting as tutoress to the children of the Hudson's Bay Company's officers located at Fort William Later in 1862-63 Miss Breonao of Ottawa sister-in-law of John R McVicar land agent at Fort William taught The school room was a small frame building of dimensions 12 by 15 feet with wooden seats and benches located on the ground of the Hudson's Bay Company The company owned the building and had it fitted up as a school room The pupils as before were the children of the Hudson's Bay Company's officers. Miss Breonao lived with her sister opposite the Mission and walked back and forth the one and one-quarter miles daily from her home to the school The pupils were about ten in number

In the year 1870 Rev Mr McFarland taught for the Hudson's Bay Company and on the Sabbath conducted public worship

SHUNIAH

In the year 1873 the municipality of Shuniah was organized, at which Fort William and Port Arthur (then Prince Arthur's Landing) were parts Previous to the organization of the municipality a private school had been opened in Prince Arthur's Landing taught by Miss Allen Warner daughter of Ebenezer Warner This school Miss Warner conducted at her own residence located on South Water Street near the corner of Pearl Street. She had about eighteen pupils

After the municipality of Shuniah had been organized one of the first acts of the councillors was the authorization of the establishment of three school sections in the municipality the by-law for this purpose being

One of Fort William's Eleven School Buildings

number five in the transactions of the municipality These school sections were defined as follows

No 1—The village of Prince Arthur's Landing

No. 2—All that portion of the Township of Neebing lying east of lot 12 including the reserve in front of said Township of Neebing

No 3—The Ward of Thunder Cape

In each of these sections three trustees were to be elected The first election was held on September 1st, 1873 For section one, the following were elected Messrs. Jas H. Wood elde John Park and W C Dobie The last named served continuously as trustee until he resigned thirty years later We are indebted to Mr Dobie

for much information given in this paper We are unable to find who were elected trustees for sections two and three

The organization of the municipal ity and the election of trustees gave the school work an impetus The population was increasing and the schol ars must be cared for The trustees of section one rented a little house on Park Street and engaged Miss War ner who it will be remembered taught her own private school until that time The school opened with about twenty five pupils on the roll The salary of the teacher was about three hundred dollars A second school was opened in section one up stairs over a blacksmith shop in the government reserve near the corner of Cumberland and Van Norman Streets. The number of pupils was about thirty

house which was a frame building erected in 1873 of a size 16 by 22 feet, located on McVicar Street where the Gordon transfer and Fares warehouse now stands The building was fully equipped with seats and benches. It was used for church services on Sun days A Miss Groom was the first teacher (1874) Miss Groom's fame was abroad in the village as editor of the famous Perambulator a hand print ed newspaper which was we believe the first to be published at Thunder Bay Later Miss Alice Warner suc ceeded Miss Groom as teacher and still later Miss Kinsey taught

In 1878 Miss Kate McKellar (now Mrs F C Perry) our highly esteemed fellow member of this society took over the duties as school teacher in the original school Her salary was the princely sum of $162 82 The trustees however, were not slow to

The Collegiate Port Arthur

Later in 1874 bylaw number five was amended by adding the Township of McIntyre to section one. Still later the original bylaw was again amended (bylaw number 22) changing the name of school section number two to section one of Fort William in the Municipality of Shuniah.

EAST FORT WILLIAM

The organizing of the municipality found the trustees at Fort William according to section two Shuniah ready to work as were those in section one. Through efforts on the part of Fort William citizens money was raised to build the first school

see the value of her work for in 1879 her salary was $350 00 She was given a government grant that year of $29 00 as shown by the McKellar ac count book

WEST FORT WILLIAM

In the year 1870 the Daughters of Mary' opened a school for Indian children and others at Fort William mission. The work was continued under these auspices until 1885 Sis ter Josephine Martin was the Sister Superior The Sisters of St. Joseph took up the work in 1885 and con tinued the Mission schools until 1905 when the Grand Trunk Pacific Rail

way was granted the land A complete history of the Miselon school has been furnished this society in the excellent paper by Miss Robin, so more will not be said regarding this branch of the work

A second school was opened in the section at West Fort William in September 1875 Miss Delphine Fregeau was the teacher She had about twenty five pupils Mr Fred Fregeau was janitor at a salary of $2 00 per month

SHUNIAH

At the present time we are unable to get data regarding the school development at the third school section viz Thunder Cape Soon after the organization of the municipality of Shuniah the Thunder Cape Ward withdrew from Shuniah municipality and formed a separate organization for school purposes

PORT ARTHUR

In section one at Prince Arthur s Landing in 1874 the trustees decided to make a change and they rented the basement of the Methodist Church corner of Waverly and Algoma Streets The pupils were moved from both the schools aforementioned The first teacher here was Mrs Thos Woodgate Senior mother of Trustee Woodgate.

Within the year so feet was the population growing the trustees decided they needed a real school building A site of two acres had been granted by the Provincial Government where the Central School stands today A deputation went to the council and after much persuasion succeeded in obtaining a grant of $1 000 to build a school The contract was at once let to Mr Neil S Shaw The school built on the present site of the Central School had two large rooms one above and one below The upper room was reached by a covered stairway at the rear of the building Mr W C. Doble had the pleasure of handing Contractor Niel the check for $1 000 the contract price receiving in return the key of the building This building was completed in 1875 It was moved about the year 1900 to its present site next door to the Baptist Church where it is still doing duty as a private residence The teachers at the new school were Mr E F Langrill principal and Mrs Woodgate who had taught in the basement school

FORT WILLIAM

In 1881 Fort William ceased to be part of the Municipality of Shuniah and became part of the Municipality of Neebing The teachers kept changing Miss McCallum who we understand is still teaching in British Columbia taught for some time Mr W McLean taught for a number of years at the West End School Later Mr J F Cutten taught in the East End School

EAST FORT WILLIAM

In 1887 a fine two storey school house 24 by 30 feet was erected on Lot 7 the corner of Victoria Avenue and Simpson Street where the Ross Block now stands The lower floor was completed with seats and benches for a school room and the upper room completed and seated for church purposes open to all denominations Mr John Ritchie was principal and is still active in educational work, being a school inspector for Port Arthur District. Two years later this land was sold to W. J Ross and the building was moved to site on North May Street near Myles Street where it was still used as a school Later the building was sold to Mr L L. Peltier who moved it to the lot immediately south of the post office where it still stands From the proceeds of the sale of Lot 7 school property the site of the present Central School bounded by North Syndicate Myles, North May and Leith Streets was purchased from McKellar brothers in March, 1894 A brick school building costing about $29 000 was erected on this site in the same year

PORT ARTHUR

Returning to section one Port Arthur we find they also had been making progress About the year 1884 a front addition of brick veneer was added to the two-room school afore-

mentioned giving a total of six rooms Mr Langrill was still principal. Miss Christie and Miss Bowerman were others who taught The salary of the principal was about $500 al the other teachers about $350 About the year 1900 the original building was moved and another addition of eight rooms built making a total of twelve rooms Mr A W Wright succeeded Mr Langrill as principal He taught about three years and was followed by Mr Armstrong and later by Mr E E Coleman There were about four hundred scholars in the twelve rooms

EAST FORT WILLIAM

Mr P J Pitney was the first principal of the new Central School at Fort William holding the position until 1901 when he became principal of the High School He was followed by Miss Shark Mr Geo Bloomfield Mr S C Woodworth Mr W W Southon Mr J Underhill and Mr A E Southon A supervisor of education was appointed in 1908 Mr S C Woodworth being the first appointee Following him were Mr E E Wood and Mr W W Soulhon

Mr Chas Beyer became janitor of the Ann Street School West Fort and the down town school in 1888 He retired from the position of janitor of the Central School in 1909 He is still engaged by the board of education as school gardener

WEST FORT WILLIAM

In 1894 Mr W W Bridgman became principal of the West End School and taught until 1905 Among those who taught under Mr Bridgman were Miss Louise Fregeau Miss Graham and Miss Lottie McDougall, now wife of Dr M B. Dean

The High School had its beginning in the continuation classes which were held in the McKellar brothers building on May Street (the old public school building) commencing in 1899 Messrs J J Taylor and S W Mathews were engaged as teachers In 1900 the town council obtained permission from the legislature to hold high school sessions in the public school building and the continuation classes became high school classes

The high school board was formed in 1900 and was made up as follows Chairman Dr T S T Smellie, Vice-Chairman John King C L Hallett, J McLaren Wm Newcombe, D McGillivray and W H Whalen and S C Young secretary-treasurer

In 1901 the high school classes were moved from Central School to Ogden School which had been built in 1899 Mr Pilkey followed Mr Taylor in 1901 as principal and Mr Mathews was succeeded by Mr E E Wood in 1902 Mr A J Ogilvie the present specialist in moderns and history taught one year at this school Mr Colhoun now city librarian at Calgary Alta was also on the staff The High School was moved to the present building on Catherine Street in 1907 and later became a Collegiate Institute Mr Wood accepted the position of public school supervisor in 1910 but returned to the principalship of the Collegiate Institute in 1912 When Mr Wood left the school in 1914 Mr W J Hamilton was appointed principal Mr Hamilton accepted the position of inspector of public schools for the district in 1912

WEST FORT WILLIAM

In 1903 the school board authorized the purchase of a site for a larger school in the west end and in 1904 bought the present site on Francis Street for $700 00 They then asked the council for $12 000 and built a four-room school. This school was opened in 1905 with Mr Cole as principal Later in 1905 the site of the original school on Ann (King) Street was sold

FORT WILLIAM EAST

St Stanislaus Separate School was built in 1902 Isabella School in 1907 Drew and St. Peter's in 1909 Franklin in 1909 St. Martha and Wayland in 1910 Additions have been built to several of these school buildings since they were first erected. At the present time there is a total enrolment of about 4 642 pupils and a staff of 101 teachers in all the schools of the city

PORT ARTHUR

Port Arthur has also kept pace in the erecting of schools for the increasing population. The North Ward School was erected in 1905 the South Ward School in 1906 the Current River District School in 1914 the Alberta Land Company's Inter-city

School in 1914 and in the same year the beautiful Prospect Avenue School was erected

The Port Arthur High School like that of Fort William had its beginning in a room in the Public School This was in the year 1887 In 1888 a High School was built and used till 1908 when it gave way to the present magnificent Collegiate Institute which overlooks Waverly Park.

There is at present in the Port Arthur schools a total enrolment of 2 121 pupils and a staff of 62 teachers Mr I H W McRoberts B A is the present supervising principal Mr W B L. Howell, B A is principal of the Collegiate Institute

SLATE RIVER

The first school held in the Slate River District was in the McClare shanty in the fall of 1892 by Mr J E Cullen The first school house (log) was built on lot 15 concession 3 Township of Paipoouge in the same year The first trustees were Messrs Henry Grout, Henry Persons and D McGregor chairman

CARLOTTA S McKELLAR
JESSIE M OLIVER

Thanks are due Miss Stafford Mr Coo Dr Oliver Mr Peter McKellar Mr W C Doble and Mr McGregor of Slate River for information furnished on this subject Carlotta B Spence (now Mrs Peter McKellar), one of the undersigned writers taught in Central School Fort William from September 1st 1900 to June 30th 1901 Jessie McQueen now wife of Dr E B Oliver the other undersigned taught in Fort William from September 1907 to 1911 and in Port Arthur from 1911 to 1913

Some Reminiscences of Early Days in Fort William

The following excerpt from an address delivered by Mr H Sellers before the Historical Society will be found very interesting Mr Sellers lived for many years in Fort William and his statements are therefore authoritative

At that time we needed no tablet to commemorate where the site of the Hudson Bay post stood It was still very much in evidence The stockades and all the houses still stood in their original places largely composed of other than their original inhabitants The Richards family were still there, but the rest of the dwellings were occupied by men who held official positions in and about the Canadian Pacific railway and were used as boarding houses for the men who were at that time building elevator A However the H B post proper held no official representative of the Hudson Bay company the main part or populous portion was at what was then called the Town Plot or west Fort William now Elevator A still stands though not the office that edifice being an old box car too antiquated even at that time to be of any further service on the road I might say that this was the prevailing style of architecture on the Canadian Pacific railway at that time for offices

At the Town Plot was the railway terminus round house machine shop and the usual equipment that pertains now to a place of the importance of Schreiber or White River The Neahing Hotel was also located there. This palatial structure exists now only in history but at that time attained continental fame as a political scandal at the time of the MacKenzie government, equaled only by the Sir John A McDonald government scandal of four years previous This hotel was built to accommodate the engineers of the Canadian Pacific railway during the time of the construction (Mr Pratt and others) but was later occupied by other employees in much the same manner as the Hudson Bay post at Fort William proper had been it was destroyed by fire a few years later Otherwise it might have had a place in our chronicles as one of our landmarks

As to the site which is known as Fort William today The industries were Graham and Horne's mill Carpenter's saw mill the Canadian Pacific coal dock situated below where elevator C now stands and elevator A which at that time, comparatively speaking stood in the midst of the few who lived here then, almost rivaled Mount McKay in grandeur At all events it was more looked at So much by way of introduction, which seems to me necessary to lay the scene as it is of the social aspect and pleasant life I wish to contrast then and now

We were as compared with Port Arthur and the Town Plot only a few the names that come readiest to my mind being the McKellars Mcintyres Perrys Livingstones Carpenters Botsfords and John McLaurin This was thirty years ago Afterward slowly as the place grew came others Mrs Sellers and the writer came to live in Fort William in the spring of 87 and occupied the house at the junction of the McKellar and Kam rivers We lived there several years and rank them as the most enjoyable of our lives Possibly we were easily satisfied but we had a good deal of pleasure a genuine healthy pleasure with all with whom we came in contact We all went to the same church We had to as all denominations used the same building for the excellent reason that there was no other This was the schoolhouse at which Miss Finsey (who later married Wilt Botsford) officiated as teacher to about twenty pupils during the week We had the use of the schoolroom for the purpose of divine worship on Sundays usually in the afternoon Mr Shearer Mr Machin or a college student who

came along being all alike welcome It matteted not what denominatioo we were all alike and denomination alism only developed as we becams more numerous and prosperous John McKellar was king and what he said was about as good as law and to him most disputes ware voluotarily submitted They were usually decided quickly and quietly at that time but later uoder iocreasing pressure as the population became greater and more unrest became prevalent there were more differeuces ot opinioo etc more lawyers and other appurtenaoces of prosperity I once heard Mr McKellar make a remark to a moment of exasperatioo at having to decide something that had resulted io a difference of opinion betweeu two partias which I have often laughed at and still sojoy it It was this Confound it we were all right until we had parsons and lawyers came to live amongst us I want to say here that despite any change in conditions in spite of the great influx of succeeding populations and prosperity John McKellar held this position to the day of his death He was the recognized head of the towo and later the city of Fort William

Aside from his official positioa as mayor very many people came to him with their troubles and would rather have him settle betweeo them than the courts and in my experience I have never seen a decisioo made by him that was not respected and accepted

Later at the Canadian Pacific statioo there were two Irishmen who kept hotels Pat Manion and Gorman They were interminably quarreling and constantly coming to John to ask him to settle their differences I remember on the last occasioo John felt about fed up on it He took off his hat, scratched his head and studied them both for a minute He finally said slowly with his Scotch accent Well I dont know what the British government can do with 10 000 000 of you in Ireland when I can't pacify two of you out here

I have gone further into the above than I intended and am afraid I have digressed from my subject I started to to say that there being so few of us we were mutually inter-dependent with each other With the McKellars McIntyres and Perrys the latch-string was always on the outside and we went anywhere at night, to each other's houses with or without an invitation Cards—whist mostly—played an important part so well that no ordinary player dared attempt it Occasionally it was played for prizes but personally I drew nothing but infuriated looks from my partners

Music however was our long suit, and we had at times a very fair glee club meeting at McKellars and McIntyres and later at Mrs Geo Grahams Peter McKellar was usually conductor He was also I think the conductor of the choir at the small school house and later when the larger school was built where the Bank of Montreal now stands When the first Presbyterian church was built Mr Geo Ross took charge and Excells Anthem books came into vogue, and Mr Ross made up a really excellent choir An adjunct to this choir was organized by the indefatigable D W Mitchell and became known as Choir B it was composed of F C Perry and himself Their repertoire was not extensive their most telling number being the anthem Well Hunt the Buffalo Mr McKellar was soloist assisted by choir I think they gradually drifted apart but Mr McKellar is today our worthy president and Mr Perry is a respected member of our society and any further information that is desired on this subject may be obtained on application to them

Railway Builders of Canada

By MISS SARAH STAFFORD

Between railway construction and cathedrals there is a vast difference but there is one thing they have in common and that is many hands have created them. The cathedrals of Europe have bequeathed undying fame yet no man's name is linked with them. they are the work of generations and are the expression of gentle high ideals and religion. Leaders they had to have who could plan and carry through the organized work of railway construction. Such men as Sir John A. Macdonald Laurier Mount Stephen Strathcona Van Horne Shaughnessy Wm. McKenzie Hays and many others stood back of these builders of a mighty heritage. Strange that Canada at this one time within a near radius of each other should produce three men destined to leave their name engraved on the page of Canadian history. William McKenzie was born at Kirkville, Ont., in 1849 and had been a school teacher, store keeper and lumberman before opportunity knocked at his door. Donald Mann was born four years later at Acton, Ont. near the old home of James J. Hill of railway fame. Donald Mann was brought up for the ministry and when twenty one was a foreman in a lumber camp. At twenty five he joined the rush to Winnipeg. Behind these two great leaders came a shadowed army of workers who were indispensible. The explorer who went through the wilderness braving steep precipices and blizzards in search of a lower grade, men with the pick and shovel, a mighty army shifting and changing; the English navvy, the Irish canaller, the Chinese coolie, the Swede, the Italian, the Ruthenian, housed in outcamps, then fleeced by employment agents, often plundered by sub contractors, facing sudden death by ignorance of dynamite, or slow death by fever—these were the men who carried on the humdrum work every day, track mending, ticket punching, engine stoking, patiently paying taxes, no endless houses. These shadowy army of workers were not least among the railway builders of Canada.

William McKenzie and Donald Mann were both Canadians and had been trained in railway construction—the engineering capacity of the two partners was great. Branch lines were thrown out from east to west in British Columbia to Quebec and throughout Ontario great dominating systems grew apace. The United States reached out for a share of Canadian traffic, the Great Northern interests secured a footing in the east and the New York Central in the west, and for every mile which the United States railroads controlled in Canada the Canadian roads controlled six in the United States. The Canadian Northern has a direct railway between east and west which is used for the handling of freight, they have also a direct connection between Winnipeg and Duluth through Fort Frances and are planning to have a route to Great Britain by way of Hudson's Bay. This has also opened a market in Western Canada for the use of fisheries. The Canadian Northern lines cross the boundaries of Manitoba into the Northwest Territories. It received grants from Ontario to bring lines between Port Arthur and Sudbury. In 1910 the Canadian Northern Steamships Limited were used, and a description of how it had done so much to open the great door of the west and her power in meeting the grain trade and the history of Port Arthur is indissolubly linked with the Canadian Northern Railway. The Canadian Pacific Railway transcontinental had located its principal plant in Fort William but for a time it conducted its package freight shipping at Port Arthur but through a disagreement the management of that road moved it back to Fort William.

It was the boast of the man who at that time presided over the destinies of the C.P.R. that he would make the grass grow in the streets of Port Arthur. His boast almost was fulfilled. That it was not completely

realized is in all probability due to an agreement made between the council of Port Arthur and the management of the Canadian Northern Railway by which the vigorous new road was secured to the city of Port Arthur

The Canadian Northern possibly appreciated the opportunity when the Canadian Pacific Railway removed its equipment out of the municipality of Port Arthur At any rate as the lines of the C N R were being rapidly completed to a junction between the west and Lake Superior a situation was created making it of mutual benefit to the company and the city that the terminals of the line be located in Port Arthur Accordingly an agreement was effected between the council and the management of the Canadian Northern Railway and out of that agreement has arisen the splendid plant possessed by the Canadian Northern Railway in our midst and which enterprise is the means of providing employment to such a large proportion of our people

The Canadian Northern agreed that all wheat moving to the east over its lines should go through Port Arthur To implement that pledge an elevator of 1,500 000 capacity was to be erected The building was completed in the autumn of 1901 in 1904 its capacity was increased to 7 500 000 bushels Even this addition proving insufficient to accommodate the rapidly increasing tide of grain from the west the elevator was further enlarged in 1913 to 9 500 000 bushels—practically ten million bushels—making it the largest consolidated elevator plant in the world

The terminal elevator has a track capacity of thirty cars and it has been estimated that under conditions of urgency 600 cars of wheat a day could be unloaded With cars averaging 1 000 bushels that would mean 600 000 bushels elevated weighed and binned in one day of two shifts The grain is taken in hoppers from the cars to the top of the building where it is weighed and distributed into the bins When transferring to a lake vessel the grain is taken from the bottom of the bins elevated to the top is weighed conveyed to a shipping bin and from thence by shipping legs spouted into the hold There are five shipping legs to each of two working houses each leg having a capacity of from 8 000 to 12 000 bushels per hour Under ideal conditions 100 000 bushels of grain could be unloaded from this elevator in an hour

The C N R coal docks have a dock frontage of 600 feet, accommodating boats of any length now on the lakes Depth of water at dock front 25 feet, storage capacity 500 000 tons Bituminous and 150 000 tons Anthracite coal equipment, four Mead Morrison unloading rigs with two-ton clam-shells unloading capacity 700 tons per hour one bridge with two one-ton hoists and buckets and one bridge with two two ton hoists and buckets annual capacity over 1 000 000 tons

The first unit of the dock was completed and the company commenced operations in the year 1906

The purpose of the company is to handle and store coal (but not to buy and sell) arriving from eastern lake ports for consumption in Western Canada and New Ontario The operations consist of discharging coal from the ships through the handling plant of the dock, either direct to railway cars or to storage on the dock If the coal is discharged direct to storage the company picks up and reloads the same to cars for transport by rail

The present storage capacity (called winter storage) consists of 150 000 tons of hard coal stored in specially constructed storehouses equipped with handling machinery called hard coal sheds and filled ground storage capacity for 500 000 tons of soft coal in the open The practice is to handle over the dock approximately double the storage capacity each season as about one half of the total is loaded from the ships over the dock direct to railway cars The coal handled over the dock in 1913 (May 1st to December 31st) exceeded one million tons about one half was for the requirements of the Canadian Northern Railway and the other half commercial coal belonging to coal dealers who are customers of the dock

The method of unloading coal from boats is by means of four hoisting towers, each with a capacity of 200

tons per hour, or a total unloading capacity of 800 tons per hour. A cable car system carries the coal from the towers and dumps it in any desired place either on the open storage ground by means of travelling bridges or in any particular bin in any hard coal shed.

The Prince Arthur Hotel erected in 1910, is a splendidly equipped six storey fireproof building overlooking the railway station. Its appointments are such that none of the hostelries of the older cities can do more to satisfy the needs of exacting travellers. The rotunda is carried to the full height of two storeys around its walls are a chain of mural paintings portraying the building of the Canadian Northern into the city. The hotel is designed to give the maximum of comfort to every guest. Each bedroom is twenty feet long and each room is an outside room. The first three floors are finished in mahogany while the upper floors are weathered oak. The dining room is located on the first floor approaching from the rotunda by a marble staircase. The service provided by capable attendants is only equalled by the excellent cuisine.

So through the Canadian Northern Railway, Port Arthur resumed to a great extent its proud position on the Superior waterfront. But it lacked the immediate connection by rail over the Canadian Northern to Toronto, Ottawa, Montreal, Quebec and other eastern centres. In the autumn of 1911 a beginning was made upon the construction of that section of the main line between Sudbury and Port Arthur. There were approximately 600 miles of almost unbroken wilderness to be spanned. The work was pressed forward so vigorously that in the autumn of 1913 it became apparent that the road would be completed earlier as the physical connection between the cities was concerned by the end of the year. As a matter of fact on December 30th a special train carrying the official heads of the Canadian Northern Railway departed quietly from Toronto with the intention of making the run through to Port Arthur over the lines of the company. On New Year's day Sir William Mackenzie drove the last spike on the line at Little White Otter River, 254 miles east of Port Arthur. The city of Port Arthur organized a banquet to celebrate the completion of the tying in of the rails between the Queen City and this point and the banquet was held amid general rejoicing on the part of the citizens.

The early predictions were reviewed at some length and compared with the development of the railway and city up to that time and prophesies as to the future indulged in. Then in mid summer of 1914 came the war.

The Canadian Northern did not cease its constructive program. Its lines have been completed from Atlantic tidewater at Quebec to the Pacific at Vancouver and Victoria. It possesses in that main line the easiest gradients of any road of similar national importance on the continent of North America or in the world for that matter. It has opened up vast areas to settlement and development. In the Clay Belt to the east of us it has installed the nucleus of the big industrial project at Foleyet and it is the intention when the time is opportune to extend the scope of that enterprise to other points in the Clay Belt.

Port Arthur must be benefitted by every expansion that takes place in the place of the Canadian Northern Railway enterprise. We are its central divisional point. Our city stands at the point where the cars and the ships meet which is a development that should not be overlooked. In 1902 the citizens of Port Arthur welcomed the first Canadian Northern train to this city. The community of interest which became a fact then has increased as years have gone by and it may not be doubted that the welfare of Port Arthur and Fort William must be favourably affected by the further development of the Canadian Northern Railway and the territory which it serves.

MRS J M SHERK (GAY PAGE)
Who contributed "Legendary Lore of Lake Superior" and compiled "Early History of Port Arthur" from books presented by Miss Cruse.

Miss Margaret Cross Adds Valuable Records

A very valuable addition to the historical records collected by the society is the gift of a History of Prince Arthur's Landing or Port Arthur with a list of industries of that place in the year 1883. The book was published and compiled by Steen and Boyce of Winnipeg and has a preface by the publishers.

"All the statements made and figures given in this story of The Silver Gate and Her Leading Industries have not been guessed at," the preface says "but gained by personal investigation. Capitalists will find in this port a place where they can invest money and in a short time double the same. Manufacturers, merchants, mechanics and laborers will find it a good business point and a pleasant place to live."

Messrs. Steen and Boyce have been proved good prophets.

The book gives the early history of Thunder Bay district and the story of the first voyagers around the north and west shores of Lake Superior and passes on to the history of Port Arthur beginning with the year 1641 when the missionaries of the Society of Jesus established a mission and fifteen years afterwards De Grossaleer and Raddison explored the northern shores and passed on to Rainy River and Lake of the Woods. In 1678 Daniel Greysolon built a house near the mouth of the Kamlelshigua and commenced trading in furs with the Indians. This was the beginning of the great North West fur trade. Near this house was the rendezvous of the North Western fur traders who formed the North West Company in 1805 disputing rights with the Hudson's Bay Company.

From 1805 to 1857 business done in vicinity of Prince Arthur's Landing was confined to fur trade and in 1857 the S. J. Dawson expedition was fitted out to open the route to the Red River country.

The spring of 1870 was one of excitement when Col. Wolsley landed on his way to quell the rebellion in Red River and on asking the name of the place which was called The Station he asked that it be called Prince Arthur's Landing in honour of the young prince now the Duke of Connaught who had recently visited Canada. This year was one of great progress and ten buildings were added through the enterprise of Messrs. Thomas Marks, N. K. Street, W. F. Davison, W. A. D. Russell and others.

In 1872 a government survey was made of the town site and the surrounding country organized under the name of the Municipality of Shuniah composed of MacGregor, Mclelyre and Thunder Bay townships. The first dock was constructed and was leased by W. H. Carpenter & Co.

In 1874 the Canadian Pacific Railway scheme was occupying the attention of all and the hopes of Port Arthur received a staggering blow when Fort William was selected as the point from which to commence construction. In 1876-7 the work of construction was carried on. In 1879 Purcell & Co. with Thomas Marks as partner secured a contract for 113 miles of the C. P. R. drew supplies from the town and so business became lively. In 1881 real estate had a boom and by 1882 trains were running to Winnipeg. Finance, real estate and professional interests form the material for the next chapter and the pages bear the names of Thomas Marks who established a business in fur trading in 1870, D. F. Burk, whose advent is dated 1875; W. T. Davidson who with Thomas Marks opened a store in 1870, A. L. Russell, D. L. S. who landed in 1869, H. K. Wicksteed, C. E., the Ontario Bank established there in 1875, Judge R. Laird appointed in 1878, Peter Nicholson mine owner 1871, Keefer & Cameron composed of Thos. A. Keefer and E. R. Cameron, M. A., lawyers 1883, S. W. Ray 1876, Ontario Bank accountant, W. H. Laird occupying position of registrar from 1879, T. Ware barrister,

R J Edwards architect, Fred Jones 1875 postmaster, Peter Ntcholson collector of customs, 1874 N T Whttte L. D. S Albert McGtllis J A McDonnell, M D W G Pryson M D and J T Clarke M D father of W J Clarke

The tlst of manufacturers locludes the names of Geo H Kennedy W and J Jerttt Woodstds Bros Vigers Bros Jones and Wetmore Angus Campbell Conrad Gehl Daniel Cov eney F S Griffin G W Brown & Co Smith & Mttchell Aodersen & Muir M J Dtlton Fred Daniels and Samuct Wittcock

The mercantile lustness was con ducted by Street Bros D McKenzie & Co Marks McKay & Co A W Thompson & Bros Commee & Thomp son A M Cooke J E Saucier & Co L U Bontn J L Meikle Henry Ntchotson J H Bartb W Eades A E McGregor & Co T S T Smeltte M D O'Connor & Co W J Ctarke Georgs Ctavet Duncan McDonald Neelin & Co J T Cooke Henry Foote Daniel Campbell, S J McLaren David Hall Mrs Meikle E G Debernardi W Rodney J P Hate T R Musker and Leishman & McGregor

The hostets were Queens Pacific Mtning Exchange Shunlah House Club Hrnse Cosmopolttan Scandinav ian Lincoln House W H Parker res taurant, American Hotel and J T Pepe s restaurant.

Agencies were represented by Geo T Marks J T Ruttan & Co James Dtckson Robert Meitland J Fisherty, sod T D Ledyard

The newspapers were The Thunder Bay Sentinel established 1874 by Thomas Egan Evening Herald 1882, Harvey & Knight, publishers and pro prtetors

The public school was organized in 1873 nnder E P Langrett and the present schoothouse erected in 1874 with 160 on the roll Prtncipal M N Armstrong had Miss Bowerman as assistant

The churches Father Baxter ar rived tn t872 snd Rev P Hamet was restdeot priest in 1883 The convent huttt to 1881 had Rev Mother Pazzi in charge with five sisters of the Order of St Joseph The Presbyter lan church had Rev James Herald as pastor Rev Allao Bowerman B A was first Methodist missionary 1871 with M N Armstrong S S snperin tendent

Mtning tumbering and fishing inter ests were in the hands of Geoeral Wild James McLaren T A Keefer Peter McKellar (Fort William) C T Bates T and G T Marks H A. and F S Wtley and W H Lotrd

Wm Margach was timber inspector for Canadian Government and J Dickson fishery overseer

The Thunder Bay Historical Society

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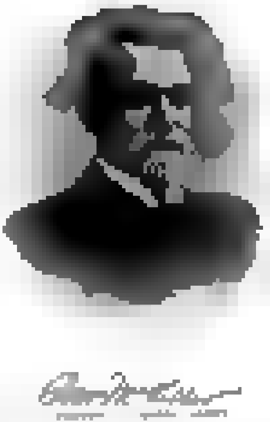
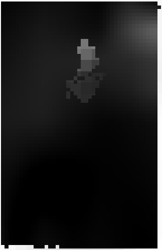
EIGHTH ANNUAL REPORT



President's Address



Historic Landmarks Abound in Vermont

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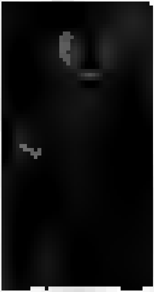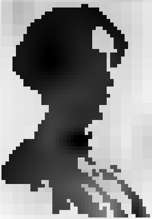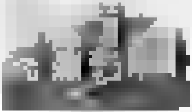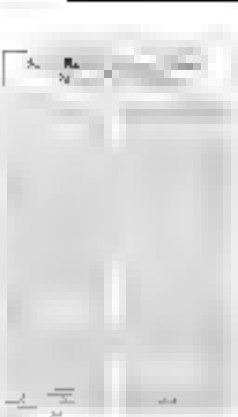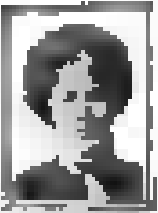
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